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WEEK ENDING
JULY 6, 1929

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Mid-Week Victorial

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THE NEW YORK TIMES COMPANY

“NEWS OF THE

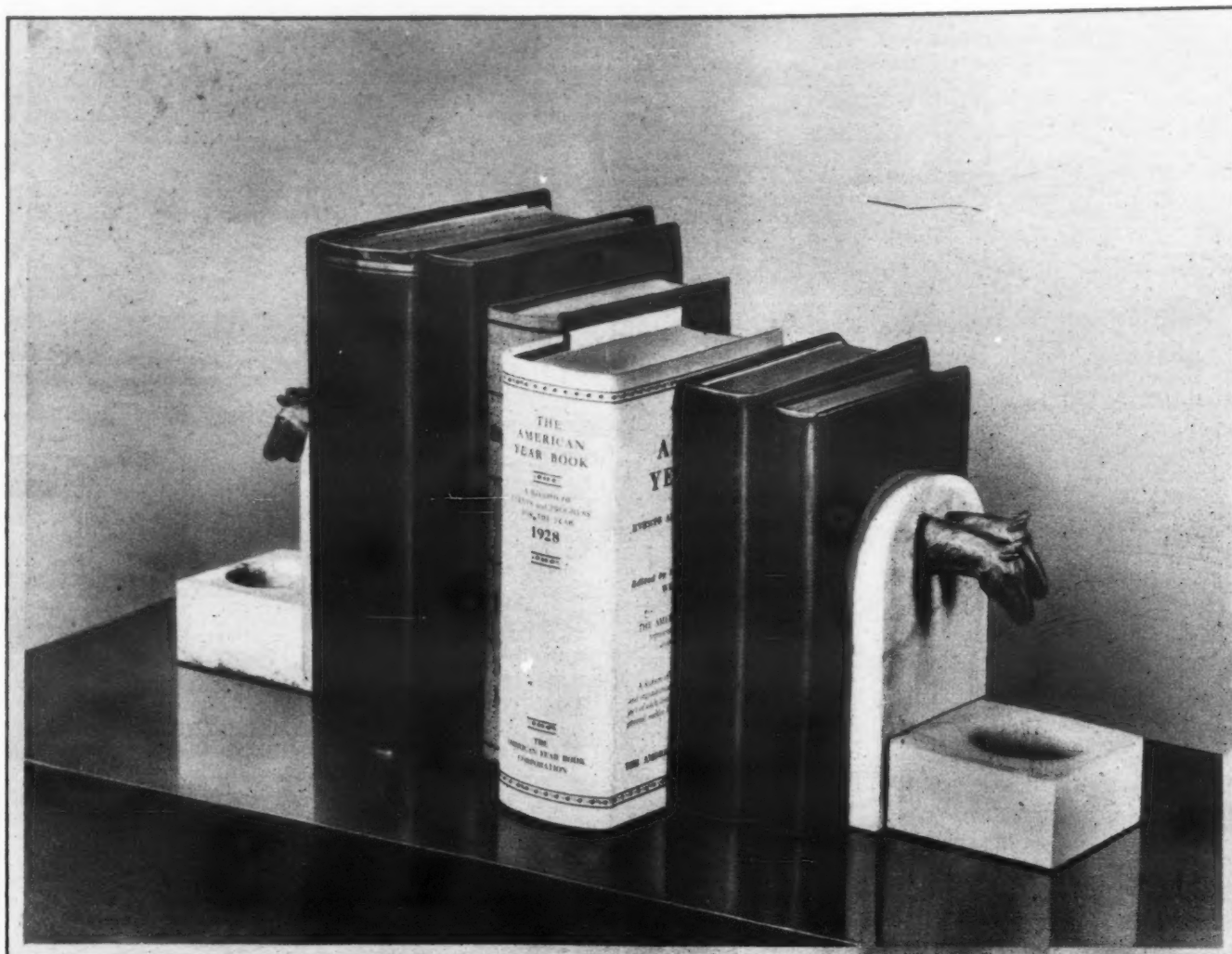
“IN PICTURES”



THE GLORIOUS FOURTH

A MODERN INTERPRETATION of the Spirit of Liberty by Anita Page, film star, appropriately gowned and costumed for the part.

(Ruth Harris Louise.)



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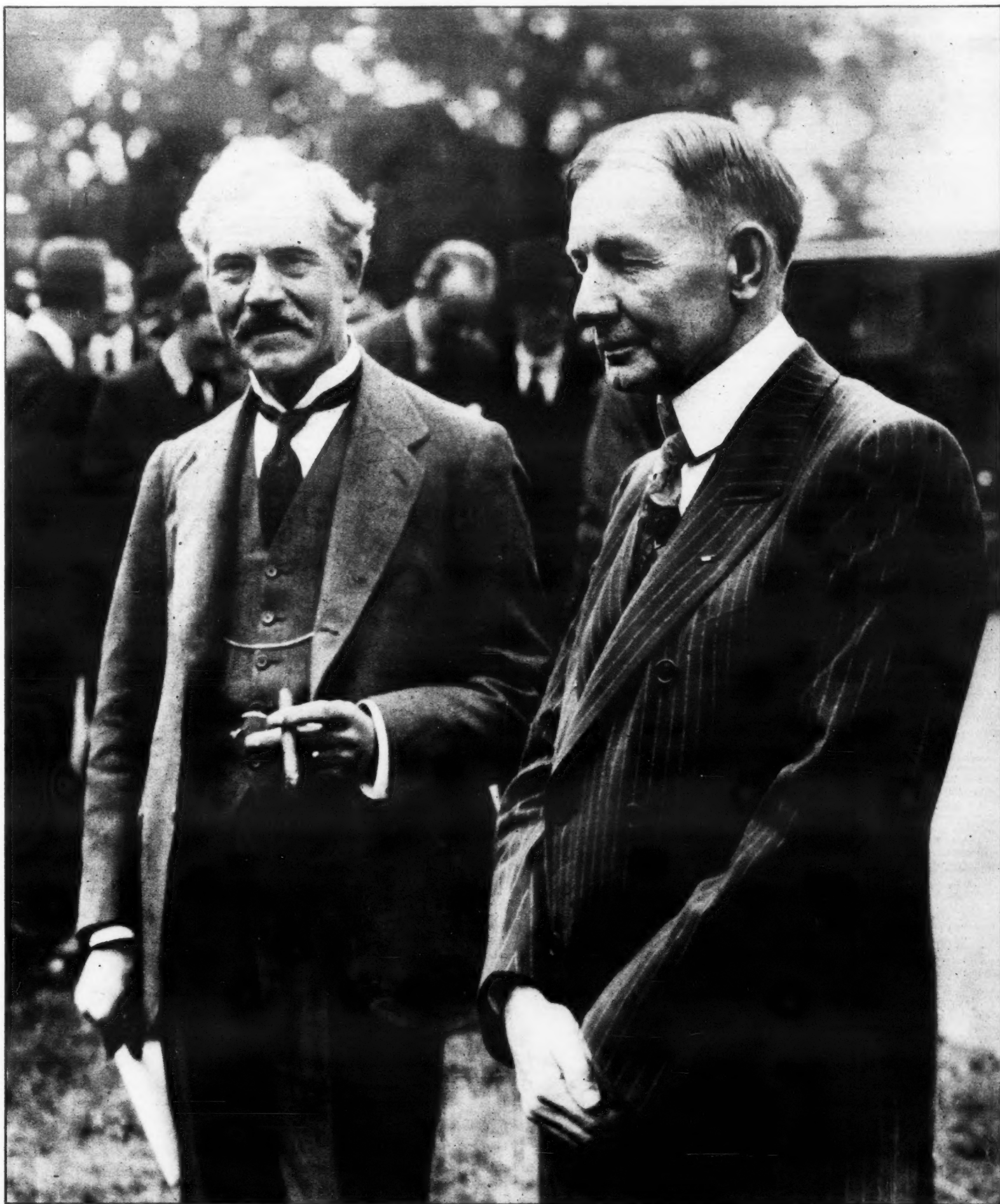
Mid-Week Pictorial

"A NATIONAL MAGAZINE OF NEWS PICTURES"

VOL. XXIX, No. 20

New York, Week Ending July 6, 1929

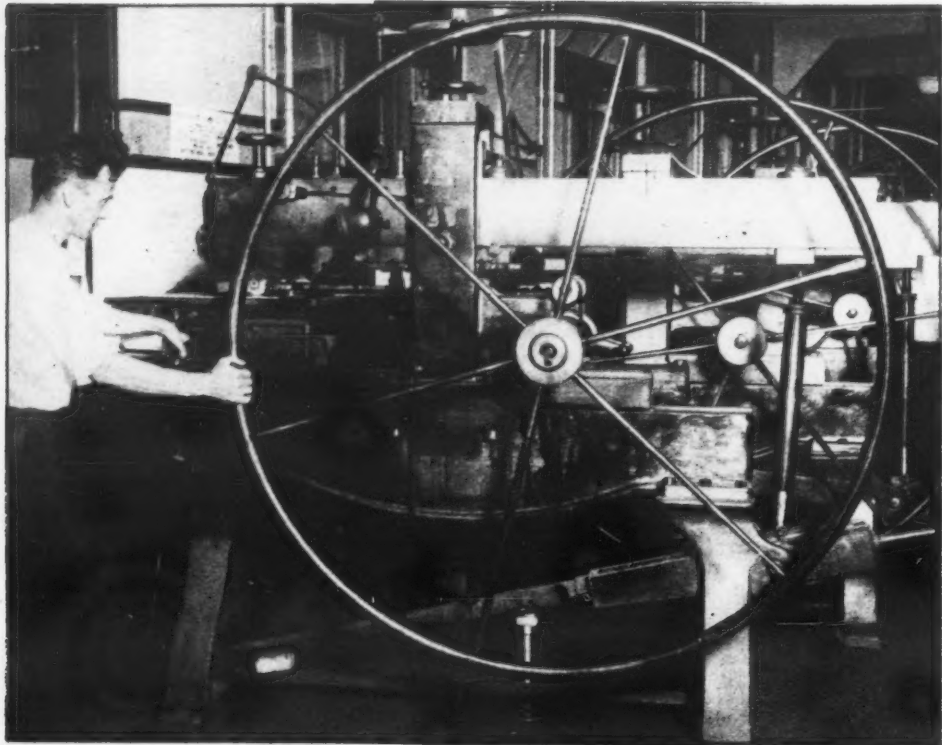
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THE AMERICAN AMBASSADOR and England's New Labor Premier at an Outdoor Meeting Which Preceded Their Formal Conference on Disarmament and MacDonald's Projected Journey to the United States.

MAKING UNCLE SAM'S NEW MONEY



PREPARING THE ENGRAVED PLATES FOR THE NEW SMALL-SIZE CURRENCY.

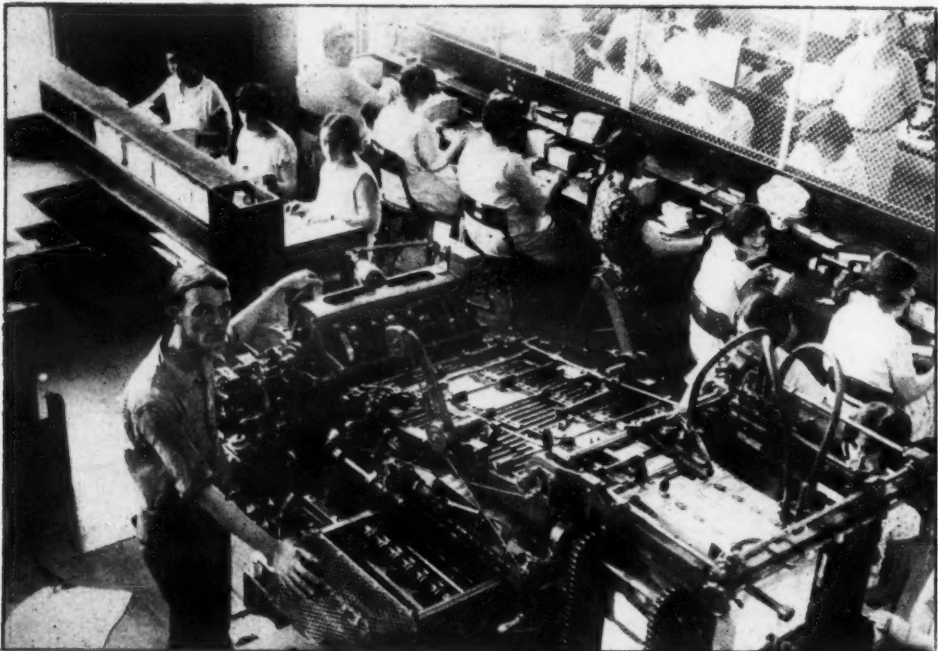
The Treasury Department Urges the Public to Become Familiar With the Portraits on the New Bills. The Portraits Indicate the Denominations.



AT BUREAU OF ENGRAVING AND PRINTING, WASHINGTON.

Printing the New-Size Currency. The Portrait of George Washington Will Appear on the \$1 Bills, Abraham Lincoln Appears on the Fives and Alexander Hamilton on the Tens. Learn to Identify the Denominations by the Portraits.

WETTING THE PAPER FOR THE NEW SMALL-SIZE CURRENCY.
One of the Interesting Features of the New Money Is the Portraits. Each Denomination Will Have a Distinctive Portrait. By Learning the Portraits the Public Will Avoid Errors.



NUMBERING THE SMALL-SIZE CURRENCY.

"Learn the Portraits," Advises the Treasury Department. Each Denomination of the New Money Will Have a Distinctive Portrait.

MID-WEEK PICTORIAL, Vol. XXIX, No. 20, week ending July 6, 1929. An illustrated weekly published by The New York Times Company, Times Square, New York. Subscription rate \$4.00 a year in the United States, Canada, Central and South American countries. All other countries \$5.50. Copyright 1929 by The New York Times Company. Entered as second-class matter March 8, 1918, at the Postoffice at New York, N. Y., under the act of March 3, 1879, and with the Postoffice Department of Canada as second-class matter.



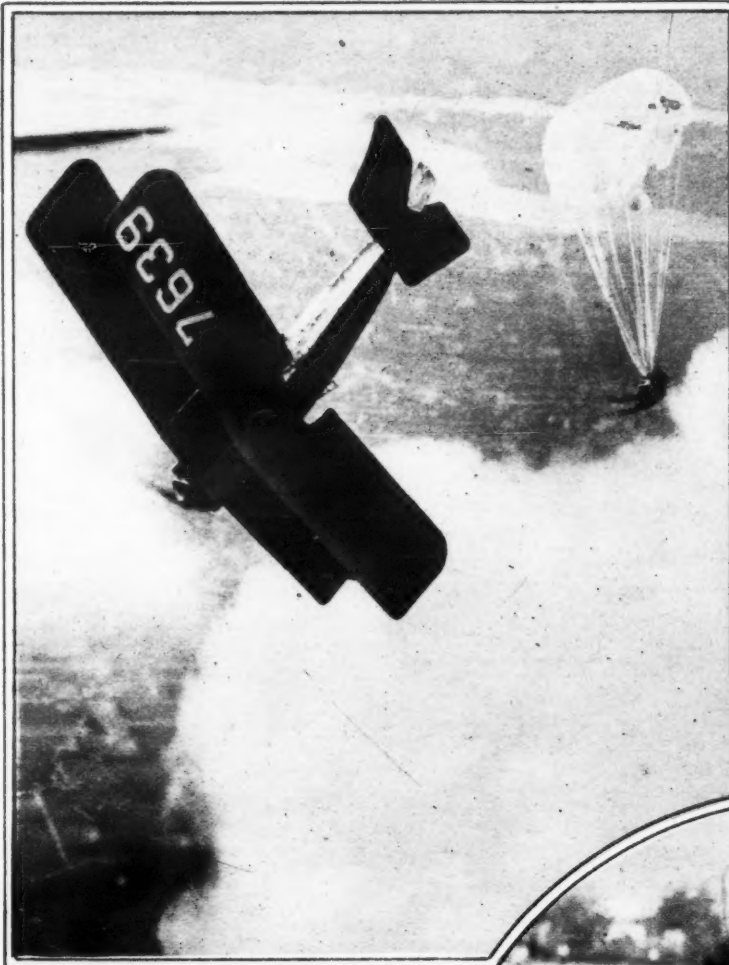
EXAMINING THE NEW-SIZE CURRENCY.

Each Denomination of Bills Will Have a Distinctive Portrait. If You Learn the Various Portraits You Will Avoid Mistakes in Making Change.

Women in Sports and Aviation

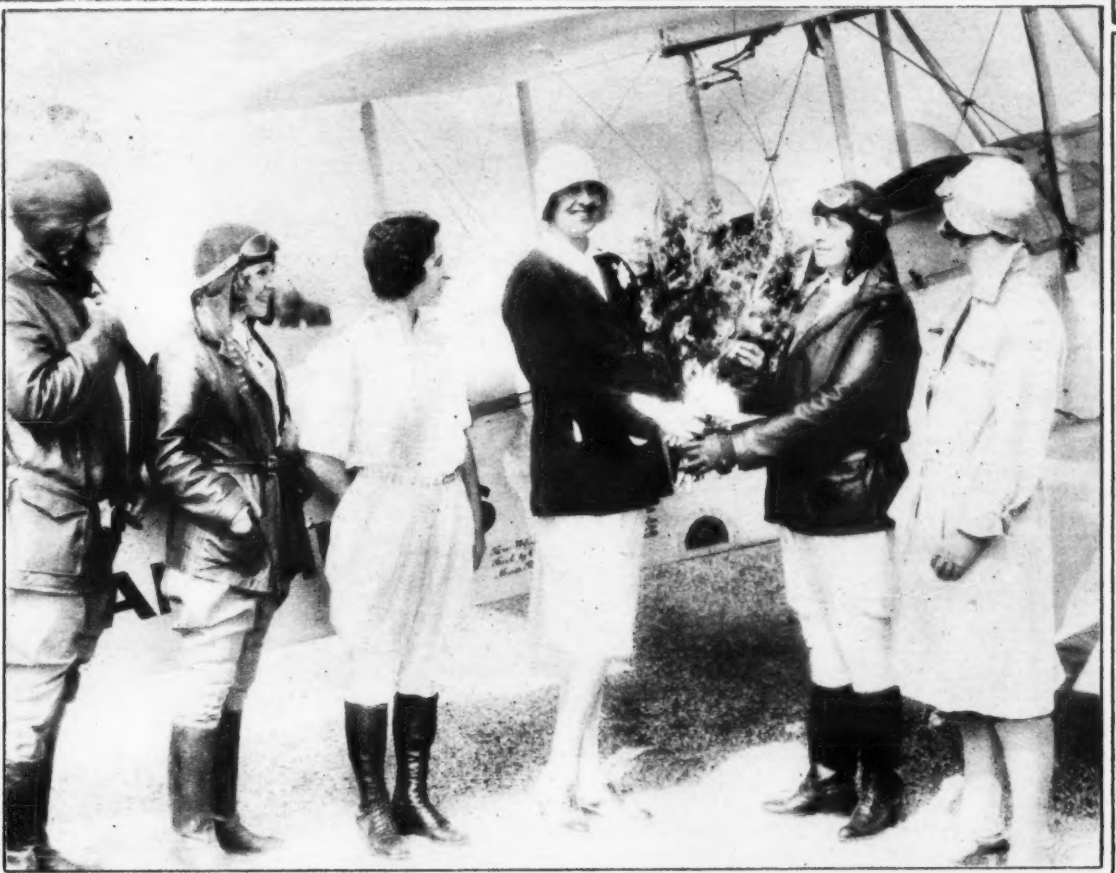
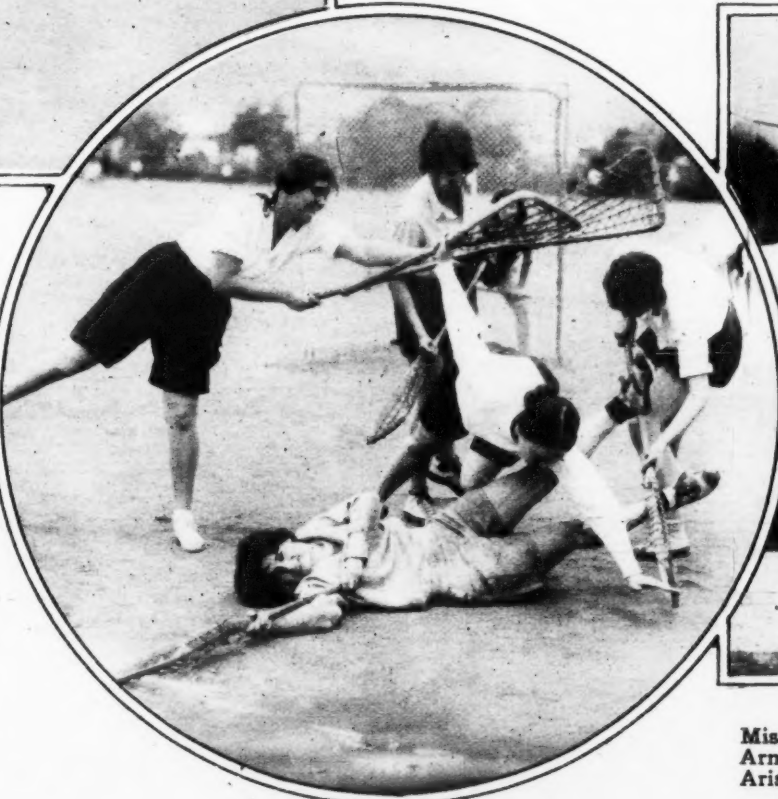


FLYING NYMPHS. (Times Wide World.)
Finish of the Fifty-Yard Scholastic Run for Girls Between the Ages of 14 and 16 at Franklin Field, Philadelphia. Eleanor Towler of Ambler High School Won the Event in 6 4-5 Seconds.

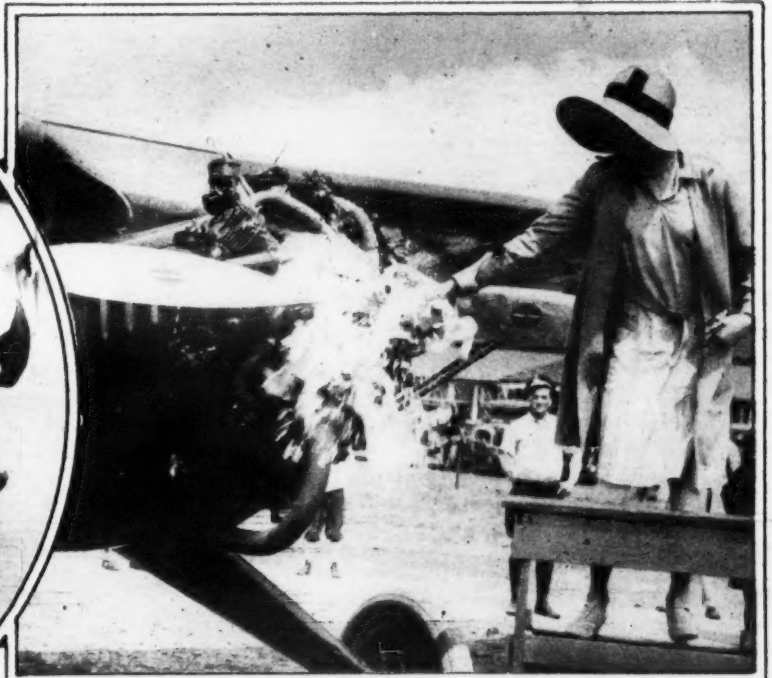


(Associated Press.)
THE FIRST STEP INTO SPACE.
Miss Mary Dua, Pretty Belgian Social Worker, Leaving Her Plane in Her First Parachute Jump. She Made a Safe Landing at Holmes Airport, Long Island, N. Y.

(Times Wide World.)
AT RIGHT—
AT THE OLD INDIAN GAME.
Members of the Hollywood Women's Lacrosse Team in Vigorous Action While Training for the Southern California Championship Games.

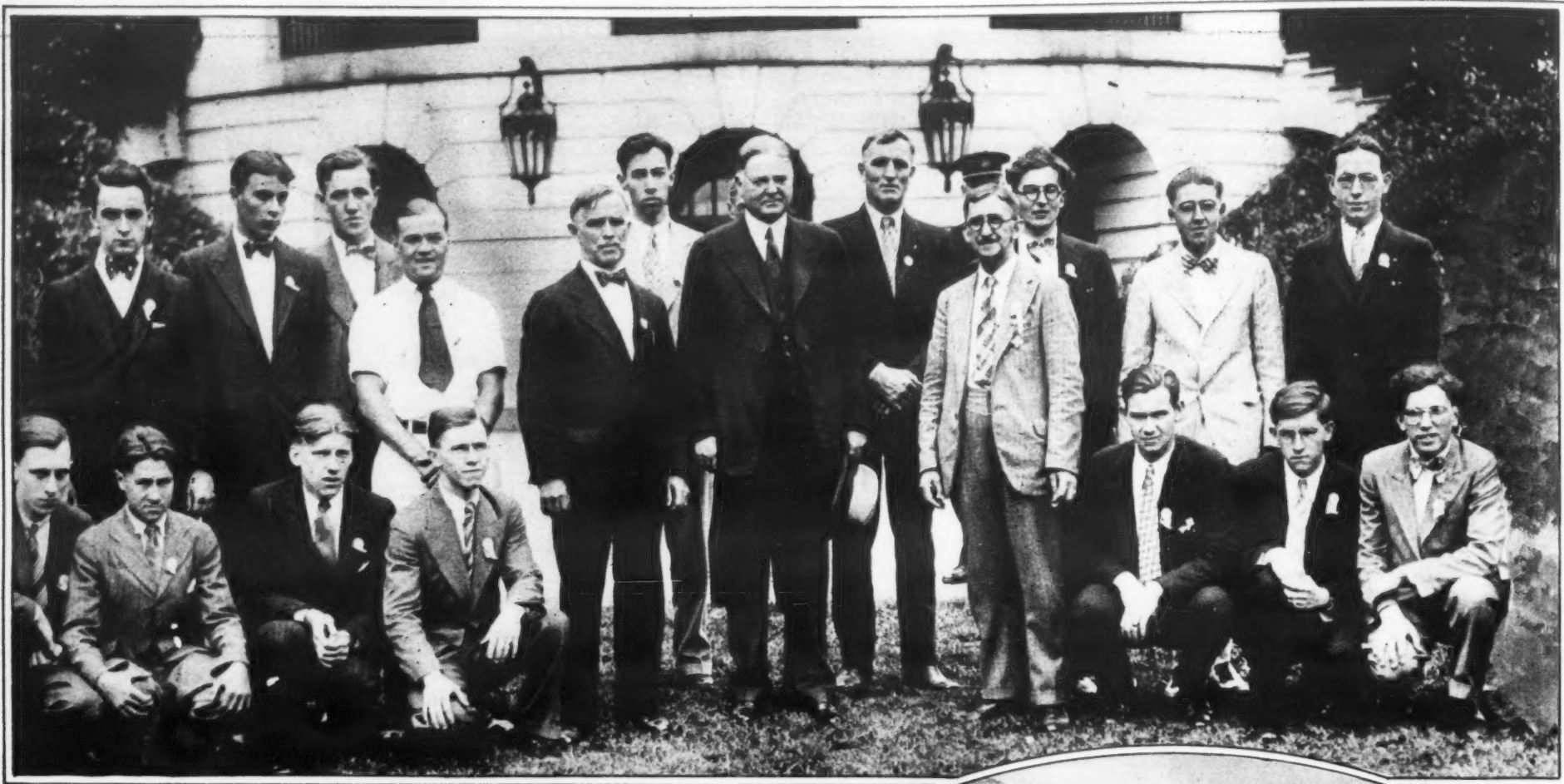


(Times Wide World.)
WOMEN FLIERS GATHER.
Lady Mary Heath of London and Mrs. Ulysses Grant McQueen at Clover Field, Santa Monica, Cal., Where the Women's International Association of Aeronautics Was Formed.



(Associated Press.)
"I CHRISTEN THEE—"
Miss Mary Fechet, Daughter of Major Gen. Fechet, Chief of the Army Air Service, Christening the Flagship of a Fleet of Six Aristocrat Cabin Monoplanes Just Before Their Take-Off on a 50,000-Mile Cruise.

NEWS VIEWS OF LAND, SEA AND AIR



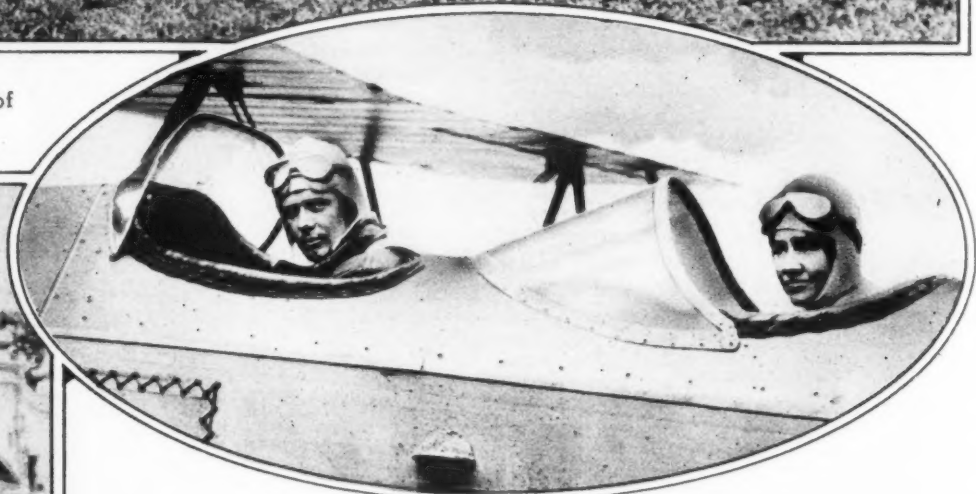
PRESIDENT HOOVER AND GUESTS.

The President Receiving Members of the Susquehanna Chapter of the Order of the De Molay From Wilkes-Barre, Pa.



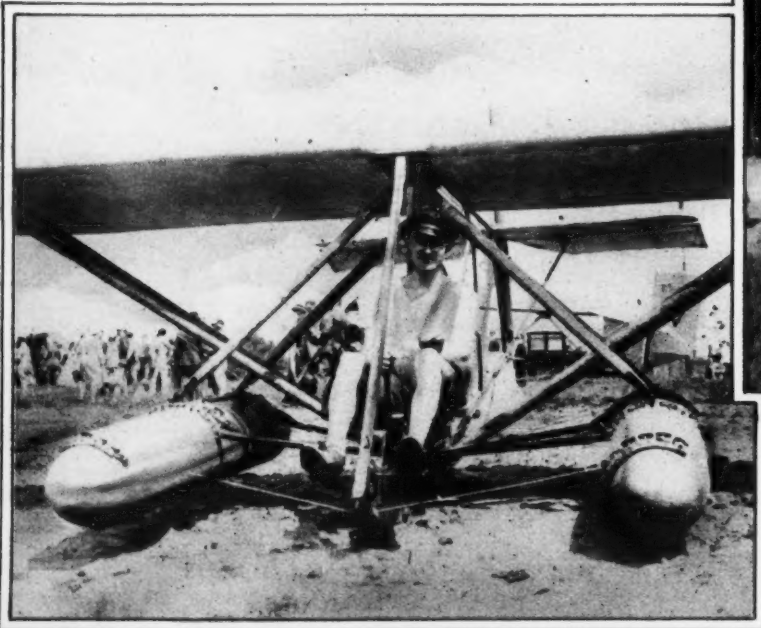
THE MOTORCOACH PULLMAN.

A Motorcoach Company in Los Angeles Has Combined Sleeping Arrangements With Overland Travel as Part of a Combined Coach-Airways Service.



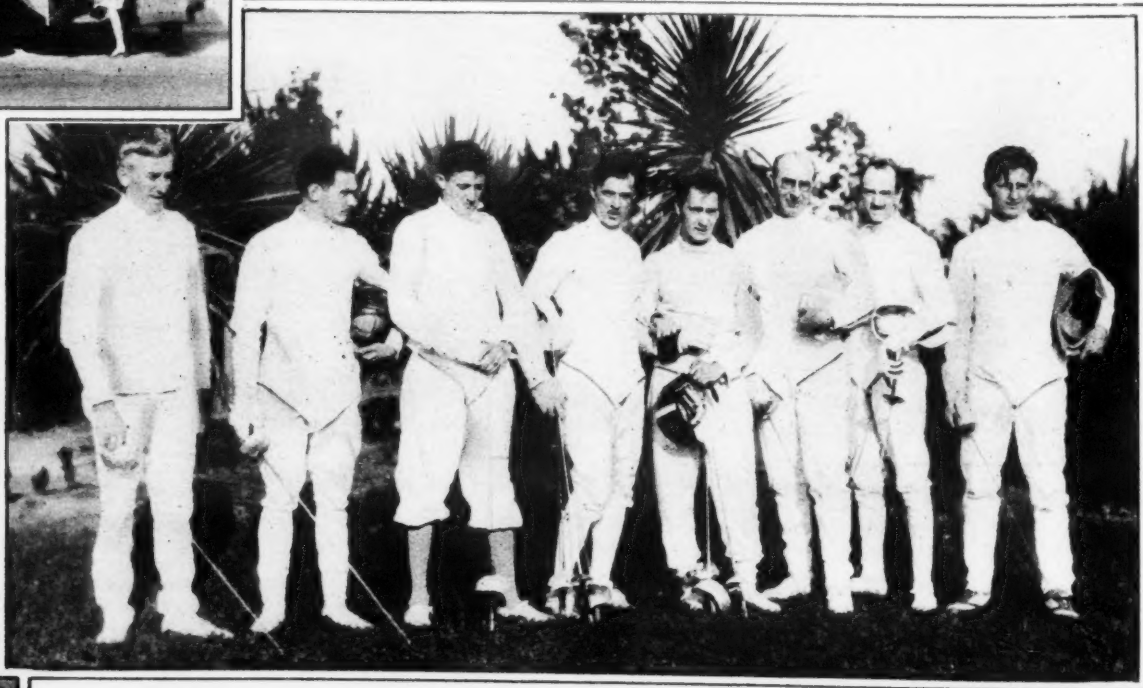
COLONEL AND MRS. C. A. LINDBERGH.

The Famous Airman and His Bride Leaving Roosevelt Field for Columbus, Ohio.



FIRST SEA GLIDER.

Curt Bornemann Sitting in the Pilot's Seat at a Glider Meet Held in Berlin.



AT LEFT—

NEW YORK SWORDSMEN WIN.

Nicholas Muray of New York Recently Won the Three-Weapon Championship at Los Angeles Against Crack Swordsmen of the Pacific Coast. Muray Is Fifth From the Left.

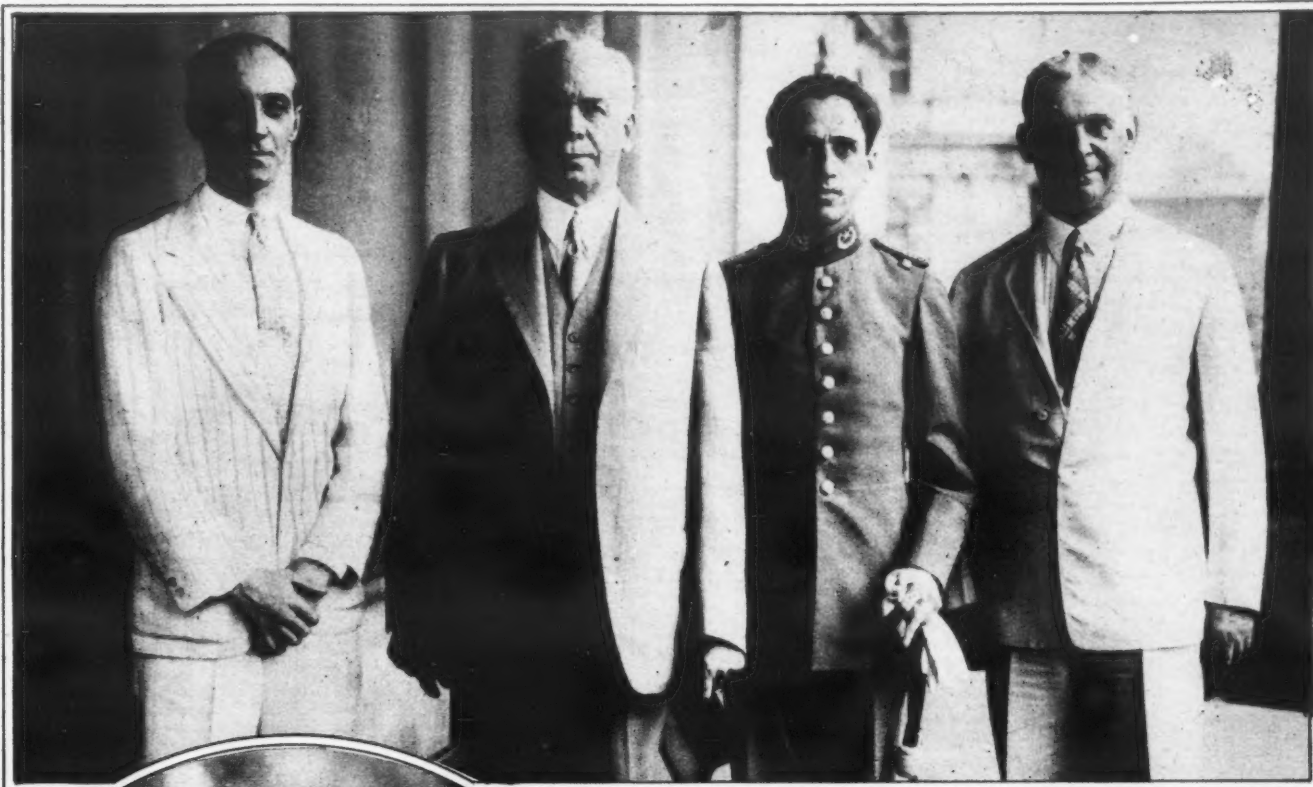
PERSONALITIES IN NEWS OF THE WEEK



(Times Wide World.)

A BRILLIANT STUDENT.

Miss Betty Ford, 17, Youngest Girl That Was Ever Graduated From Stanford University, Cal., in Cap and Gown With Her Degree.



(Times Wide World.)

FROM THE GREAT CONTINENT TO THE SOUTH.

Captain Oscar Moscoso, Newly Appointed Attaché to the Bolivian Delegation, at the War Department, Washington, D. C., Where He Called to Pay His Respects to Secretary of War Good. Left to Right: George de la Barra, Secretary Good, Captain Moscoso and General Charles P. Summerall, Chief of Staff.



(Times Wide World.)

George McAneny, Head of Regional Plan Association

THERE IS NO MORE public-spirited citizen of New York City than George McAneny. He has been prominent in civic life for the last forty years. He is thoroughly conversant with every branch of the city government, having been President of the Board of Alderman, President of the Borough of Manhattan and Acting Mayor of New York, besides being active in many organizations looking toward the public welfare. His latest service is being accomplished as president of the Regional Plan Association, which is working to make New York a model city by 1965.

The immediate program embraces the speedy construction of communication links already authorized. These links include the Triborough Bridge and the Narrows tunnel connecting



(W. Burden Stage.)
GEORGE McANENY,
Head of the Regional Plan Association.

Brooklyn and Staten Island. The early construction of connecting highways to the bridge and tunnel is also urged.

It was explained that all forty-three projects now under consideration would have to wait upon the ability of the communities concerned to finance them and their endorsement by public authorities, railroad and other organizations, whose cooperation is necessary.

The association, it was announced, will direct its efforts toward obtaining the cooperation of public officials.

The basic projects have a vast scope. They include among others development of proposed railroad communications between New York and New Jersey, waterway plans, highways and vehicular tunnels, parkways, boulevards and airports.

HEAD OF THE EMPIRE STATE

Governor Roosevelt of New York Holding the Honorary Degree of Doctor of Laws Conferred Upon Him by Harvard University.



(Times Wide World.)

THE "WELSH WIZARD."

David Lloyd George, the Welsh Premier of Great Britain, With His Daughter Megan and His Son Gwilym, Both of Whom Won Seats as Liberals in the Recent Election, at Their Home in Churt.



(Times Wide World.)

AT LEFT—AFRICA AND EUROPE MEET.

President von Hindenburg of Germany and King Fuad of Egypt Leaving the Station at Berlin After the Latter's Arrival on a Visit.

On the Other Side of the Sea



(Associated Press.)
**AT ENGLAND'S
FAMOUS
RACE TRACK.**
Stirring Scene
During the
Running
of the
First Race
at Historic Ascot
Course, at a
Recent Meet.



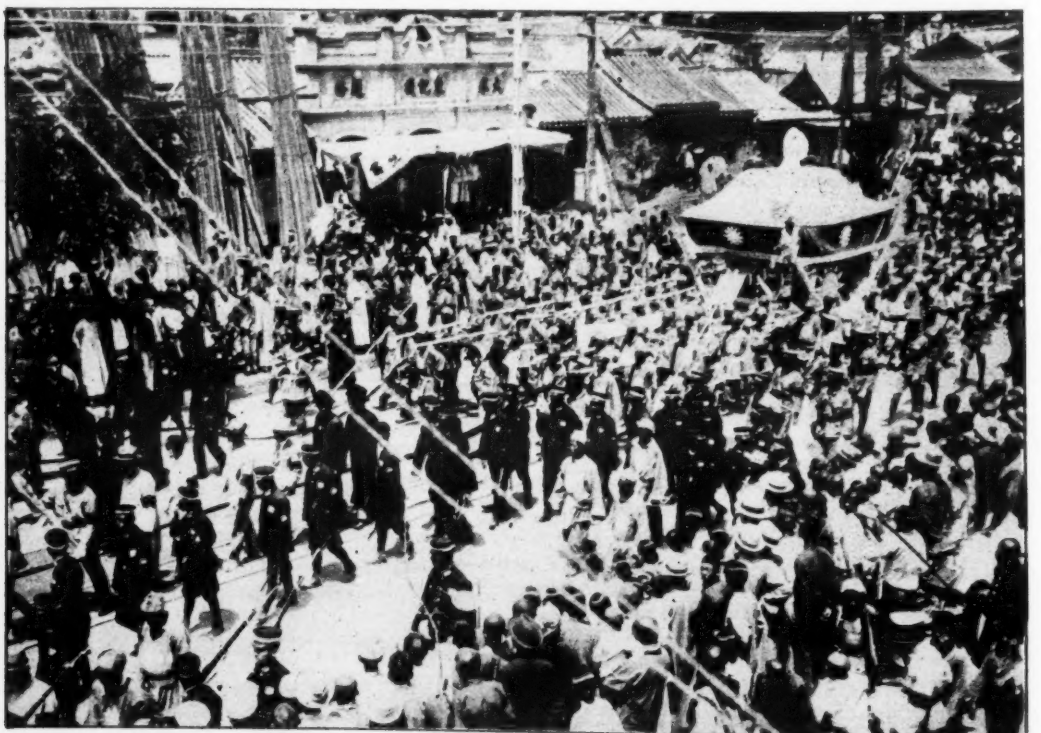
(Associated Press.)
**SIR THOMAS
LIPTON.**
Perennial
Challenger
for the
America's Cup
Playing
Anchor Tennis
at Reading,
England.



(Times Wide World.)
TRANSATLANTIC FLIERS IN PARIS.
Lotti, Lefevre and Assollant, Who Flew the Ocean in the Yellow Bird, With Their Hostess, Mme. Nungesser, Mother of the Ill-Fated French Aviator Who Perished While Attempting to Fly From France to America.



(Times Wide World.)
HANDS ACROSS THE SEA.
British Prime Minister, Ramsay MacDonald, Accompanied by His Daughter, Ishbel, Meeting General Dawes, United States Ambassador to Great Britain, at Logie House, Forres, Scotland, Where a Conference Took Place on Naval Disarmament.



(Times Wide World.)
GOES TO HIS LAST REST.
Catafalque Bearing the Body of Sun Yat-Sen, China's Nationalist Leader and First President, Borne Through the Streets of Peking.

Style Conscious America

By Henri Bendel



HENRI
BENDEL.

WHEN I CAME TO NEW YORK thirty-six years ago from a little town in Louisiana it was with practically empty pockets, but the dream of some day seeing America the fashion centre of the world. Closely woven into the dream was the ambition to be a personal factor in making it come true.

At that time there was little encouragement that I could get, for the style consciousness of America was very rudimentary. But I had the faith and courage of twenty Summers and a great love of sartorial creation. Throughout my boyhood in the South my greatest happiness was in designing the hats and gowns worn by my mother.

I adored my mother. I wanted her loveliness to always have the right setting. To this end I created her hats, her gowns, her wraps, and when I came to New York she was still my ideal; my inspiration—in fact, my only customer, for my first job here was with a small concern down on Ninth Street making hat frames.

It would have been a monotonous and uninteresting occupation had it not afforded me a channel for imaginative expression, with the result that an original frame I had designed one day attracted the attention of a customer who later offered to set me up in a business of my own.

So it came about that my present Salon of Fashion in Fifty-seventh Street, which gowns some of the most famous professional and society women in the world, had its inception in Ninth Street at a period when America looked entirely to France for sartorial ideas and creations; when American women did not aspire to the distinction in clothes achieved by their sisters across the seas, and when the development of individual styles for individual types was an unheard-of thing in this country.

Realizing that the American woman is today the best-dressed woman in the entire world, with taste in clothes that parallels that of the most discriminating women of the old world, it is interesting to follow the tremendous growth of style consciousness which has taken place in this country during the past thirty years—and more especially since the World War.

WHEN I ESTABLISHED my little shop in Ninth Street, Louise & Co., Francois, Halsey and Lillian Hurd were the leading couturiers of New York, while in Paris Mme. Reboux, Esther Meyer and Camille Reger dictated the styles not only to America, but to the entire world.

The walls of my first small business establishment were made of bamboo sent me by my mother from Louisiana. At first I made nothing but hat frames, but gradually began the creation of hats—all of my own design, for it was many years before I imported a

thing from Paris, or even copied ideas from the sartorial centre of the universe. Through first one customer and then another, what I was doing gradually became known and smart New York came to see—came in their carriages drawn by prancing horses, for there were no automobiles in those days.

One day, after the little shop in Ninth Street had



A GOWN FROM PARIS.
Ethel Levy, Shown in a Callot Dress of Twenty-five Years Ago—One of Bendel's First Importations.

begun to flourish, a great lady's carriage drew up at the door. The lady was Amelia Bingham, then starring in the first production of "The Climbers," and I sold a hat for the first time to a stage star, a fact of great significance to me, because I have since gowned almost all the famous stars of the theatre and have costumed more plays than any other couturier in America.

Among some of the first of my original creations were rose boas—made of whole roses with the petals used for loops—worn by smart women when they went driving in the park—or up Fifth Avenue. Opera hoods were much in vogue thirty years ago. The first I made was for Amelia Bingham.

As soon as her lovely face was revealed in its soft folds scores of other women flocked to my little shop with such a demand for opera hoods I had to increase my help to supply the demand. Soon evening wraps were added to my creations, but still there was no thought in my mind of going to Paris for my wares, as the leading couturiers of New York were then doing.

In fact, I was selling many of my own ideas to these very same stylists and from them I got some very fine offers. But somehow I believed the future held more for me than selling my gifts to others, so the dream with which I came to New York still persisted and each year I could see it coming nearer to the reality, until it came to pass that I took larger, more fashionable quarters on Fifth Avenue between Forty-third and Forty-fourth

Streets, next door to what was then Sherry's. I put every cent I had in the world into that property, but I had the faith and vision to be unafraid.

AND MY FAITH was justified, for soon my new shop became the rendezvous for fashionable New York and I found it necessary to import, as well as create, gowns and furs. Fifty years ago the creative talent in America along fashion lines was practically nonexistent. Even thirty years ago, when I opened my first shop in Ninth Street, I stood practically alone in originating styles. When I moved up on Fifth Avenue I found all the things that Mrs. Lillian Hurd had told me quite true. American women didn't want American-made clothes. They wanted the distinction of a foreign name—most particularly of a French name, since France was the acknowledged leader of the world in the creation of fashions. She still is, for that matter—but with a difference which we will touch later.

Twenty years ago the style consciousness of America was still but half awake. So long as their duds bore a foreign name our women did not demand much else of them. The distinct change came with the easier transportation facilities which developed a closer contact between New York and Paris. With her ability to travel more extensively and more frequently came an expansion of our culture and with our women the dawn of an understanding of what it means to dress one's individuality.

Before the World War the women of several other countries possessed a much greater degree of style consciousness than the women of America. At that time they were in a position to buy lovely and exclusive things. With the commencement of the war there was launched a distinct propaganda to make America the fashion centre of the world. It was not entirely accomplished, for still we look to France and her creators for the greatest and most artistic sartorial effects, although there are now in this country a few couturiers originating styles which equal those of the French in beauty and distinction. And certainly the French creators of clothes are inspired by the American woman.

Paris has borrowed something else from America which is a distinct handicap to her creative genius in the matter of clothes. That something is commercialism. Before the war the Paris creator of fashion was innocent of it. Today it is hurting the genuine artistry of that centre of fashion. The Frenchman will repudiate the fact that he is inspired by American women and their now unexcelled good taste in style. He will also vehemently deny his growing adoption of American commercialism. Nevertheless both remain facts.

NOWHERE IN THE WORLD do the middle classes dress with such taste, charm and discrimination as in America. Nowhere do women understand so well the psychology of dress and the amazing part of it is that their consciousness unfolded to it suddenly. Of course the subconscious growth must have been there, but it has only been within the past ten years, for instance, that I have found it necessary to have in my Fifty-seventh Street shop what I term my "creative room."

This section of my establishment is devoted entirely to what those associated with me call "individuality cases"—i. e., women who are making a definite effort to enhance certain individual charms by accentuating them through clothes. In this room we study the type and do all within our power to bring out its good points.

Even fifteen years ago such a department in my organization would have starved to death for lack of patronage. Today it is more popular than I care to have it—because the cultivation of individuality through clothes is an art in itself and absorbs a stupendous amount of study and time. Nevertheless it is indicative of how far we have come along the road of style consciousness in this country—perhaps a clearer signal than any other.

Today there are no women on the face of the globe who dress better, who wear their clothes with such distinction, who exhibit better taste, who are more aware of the advantages of cultivating individuality in clothes, than the women of America.

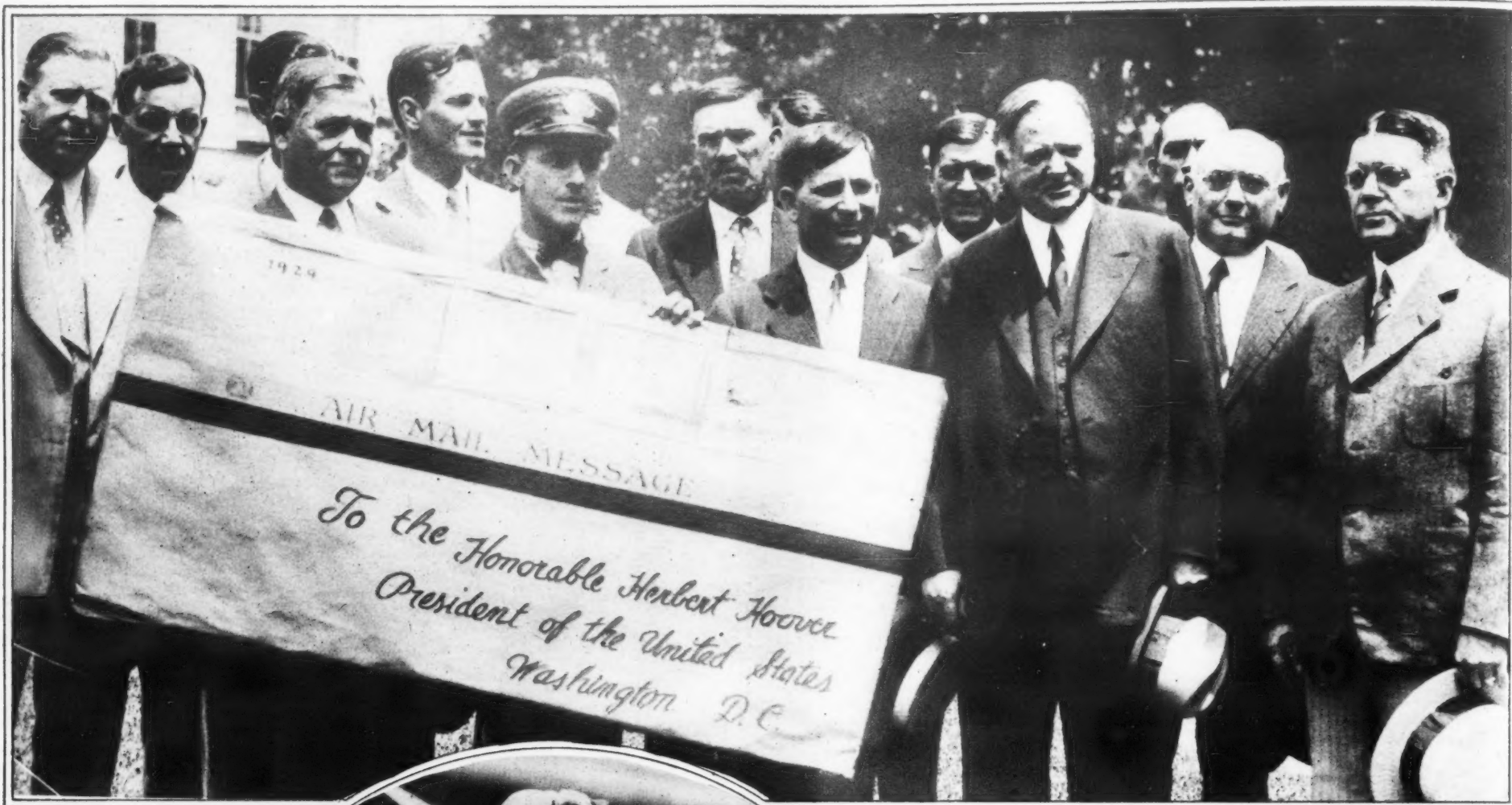


AT RIGHT—
A STYLE OF TODAY.
This Photograph Shows
Something of the Smartness
Demanded by American
Women Today, When It Is
Nothing for a Hat to Cost
\$200 and Gowns Run Up
From \$200 to \$1,000.



AT LEFT—
A GOWN OF THE PAST.
Camille D'Arville, Famous
Prima Donna of the Bostonians, in a Gown of the
Period When \$25 Was an
Enormous Price to Pay for
a Hat and \$50 Was a High
Price for a Dress.

WITH THOSE WHO SOAR IN THE AIR



AND IT CAME THROUGH THE AIR.
Delegation of Cleveland Residents Shown Presenting the Largest Air Mail Letter Ever sent to President Hoover at the White House. The Envelope Contained a Message for the President to Visit the National Air Races at Cleveland in August.



AT LEFT—THE BARON AND HIS CAT.

Baron Fredrich von Loenig Warthausen of Germany, Who Is Touring the World in His Tiny Plane Hunefeld, Shown in San Francisco. The Plane Is 24 Feet Long, 6 Feet High and 36 Feet Wing Spread. Leaving Berlin Last Fall, the Flying Baron Flew Through Europe, Asia and the Orient, Transporting His Plane Across the Pacific by Boat.



WILL SEEK ALTITUDE RECORD.

Lieutenant Herbert J. Fahy, Who Recently Broke the World's Solo Endurance Record, Will Soon Try for Altitude Record. Note Compact Oxygen Equipment on the Left.



A SANDWICH EN ROUTE.

Lieutenant John S. Griffith, War Ace and Army Flier, Who Made a Dawn-to-Dusk Flight From Kelly Field, San Antonio, to Seattle, Eating an Airman's Breakfast.



AN AIRMAN AFLOAT.

Lieutenant Knud von Clauson-Kaas of the Royal Flying Corps Reserve of Denmark Testing a Non-Sinkable Water Suit at Port Washington, N. Y.

The Chances They Take—

Some Statistics on Transatlantic Flying
By Herbert B. Mayer



Bernt Balchen.



Lieutenant Noville.



Amelia Earhardt.



Colonel Lindbergh.



Commander Byrd.



Wilmer Stutz.



Bert Acosta.

AFTER THE NEWSPAPER MEN reached him that historic day in May, 1927, the boyish Captain Charles A. Lindbergh uttered a solemn warning to those who might seek to emulate his example and fly the Atlantic.

"They must take their chances," he asserted.

That was something over two years ago. Lindbergh's warning in no way served to check the ardor of those who sought to follow the path across the ocean that he blazed through the skies.

Some of those who followed him made the voyage successfully. Others, although failing to gain their objectives, escaped with their lives. Some of the others were lost at sea or possibly gave up their lives after crashing in some hidden fastness of the north-land.

Leaving aside the number of attempts at the Atlantic passage which were turned back close to shore by fog or engine trouble, there may be said to have been sixteen major attempts to cross the Atlantic, including the pioneer flight of Nungesser and Coli, which ended in disaster but which served to spur our American flyers on.

The list of sixteen does not include the flight of Alcock and Brown, which preceded the flight of Colonel Lindbergh, since it is desired to deal with only such flights as have been undertaken since the time of Nungesser and Coli.

As this is written the warships of several nations, airplanes and destroyers are searching the seas for some trace of the four gallant Spanish fliers who left June 21 Cartagena, Spain, for New York.

SINCE THE FATE of these four is undetermined, it is best to leave their enterprise out of the basis of the present calculations, which includes those undertaken up to the time the Spaniards embarked.

From these sixteen attempts, then, over a space of two years it may be possible to figure out some basis to show definitely just exactly what chances are undertaken by aviators embarking on "The Great Adventure."

Such statistics are necessarily crude, because they by no means cover the entire field. Some of the expeditions which succeeded have done so on account of

careful scientific equipment and laborious programs undergone in advance of the flights. Others, lacking such equipment and such preparation, have been lost.

But since this care, or lack of it, is likely to prevail in future undertakings of this sort, according to the character of those engaging in the enterprise, no account of the character of the expeditions has been made in the following tabulation of these sixteen flights.

CROSSED ATLANTIC.

Lindbergh, Byrd, Chamberlin, Brock and Schlee, the Bremen, Amelia Earhardt, and the Yellow Bird—seven.

SAVED AT SEA.

Captain Frank Courtney and three companions, Ruth Elder and Captain Haldeman—two.

LOST.

Nungesser and Coli; Princess Lowenstein-Wertheim; Old Glory; Sir John Carling; Hinchcliffe-Mackay; Mrs. Frances Grayson and Lieutenant H. C. MacDonald—seven.

Since out of sixteen expeditions, seven successfully crossed the Atlantic, the percentage, based on these flights, shows that the aviators underwent a .43% chance of making the voyage across the ocean and undertook well over a "fifty-fifty" chance of being lost, or of having their passage interrupted.

Upon the other hand, taking into consideration the two instances in which the fliers were saved at sea, this brings the total number of expeditions which survived the attempt up to nine, and this gives a percentage of 56% that those making the passage would survive the effort—a better than "fifty-fifty" chance of life.

However, such percentages, as remarked before, depend upon many things. In the opinion of experienced aviators the percentage of death need not to have been so high had proper care and precaution been undertaken in advance of some of the flights.

All told, from the time of the Nungesser-Coli flight up to the present time, forty-two persons took part in these sixteen expeditions which are tabulated in this article.

Of the forty-two who essayed to cross the Atlantic by airplane, only nineteen actually made the passage, and the Transatlantic Air Travel Club is consequently a very limited organization, reduced to only eighteen members now since the recent death of Baron von Huenefeld, the flaming spirit of the Bremen—the only airplane to successfully make the Europe-to-America passage at all.

The names of these are:

Colonel Charles A. Lindbergh; Clarence Chamberlin, Charles A. Levine; Commander Richard E. Byrd, Bert Acosta, Bernt Balchen; Lieutenant George O. Noville; William S. Brock, Edward F. Schlee; Captain Herman Koehl, Commandant James Fitzmaurice, Baron von Huenefeld; Amelia Earhardt, William Stutz, Louis E. Gordon; Jean Assollant, René le Fevre, Armand Lotti Jr. and Schrieber, the stowaway.

Those who were picked up at sea are:

Ruth Elder, Captain Haldeman; Captain Frank T. Courtney, E. B. Hosmer, Fred Pierce and E. W. Gilmour.

SO FAR SEVENTEEN PERSONS have lost their lives in attempting the transatlantic passage. The toll of dead up to the time the four Spaniards left on the most recent flight is as follows:

Captain Charles Nungesser and Major François Coli; Captain Leslie Hamilton, Colonel F. F. Manchen and Princess Lowenstein-Wertheim; J. D. Hill, P. A. Payne and Lloyd Bertaud; Captain Terry Teeley and Lieutenant James Medcalf; Captain Walter Hinchcliffe and the Hon. Elsie Mackay; Frances Grayson, Oskar Omdal, Brice Goldborough and Fred Koehler; Lieutenant H. C. MacDonald, who essayed to follow Lindbergh's example and attempted to cross the Atlantic alone.

Of the sixteen flights upon which this article is based, eleven started for Europe from this continent. Of these eleven airplanes four were lost and one—that of Ruth Elder—was picked up at sea.

Of the five attempts from Europe to America, only one plane—the Bremen—came through. Three of the other planes were lost in passage, and one, the Courtney seaplane, was picked up at sea.



William S. Brock and Edward F. Schlee.



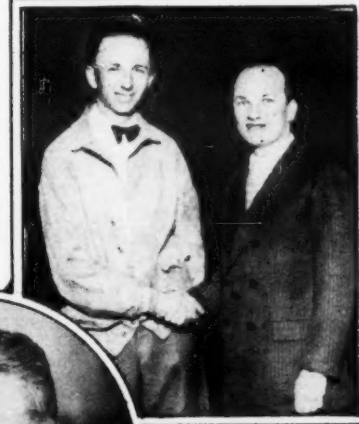
Assollant.



Baron von Huenefeld, Commandant Fitzmaurice and Herman Koehl.



Le Fevre.



Clarence Chamberlin and Charles Levine.



Lotti.



Louis E. Gordon.

THE REALM OF ART

Painting and Architecture in Notable Examples.



MEDIEVAL CLOISTER.

From St. Genis-des-Fontaines in the Pyrenees. Now in the Pennsylvania Museum.

ART EXPERTS IN VIENNA recently unearthed a long-missing masterpiece by Peter Breughel, called "The Rustic Festival," which disappeared nearly a decade ago.

The painting, long regarded as one of the finest works of this early Flemish painter, was securely sheltered before the World War in the private gallery of Baron Konenko at Kiev. He possessed the finest private collection of Breughel paintings in the world. During the Bolshevik revolution it disappeared, and the art world has since mourned it as probably destroyed by vandals.

Early this year the missing masterpiece turned up in a small town in the Austrian hinterland, still in an excellent state of preservation despite a slight warping of its wooden "cradle" or backing. The painting was authenticated by the German expert, Professor Bode, who recently died in Berlin.

Two magnificent works of romanesque art, a cloister of rose-colored marble from Saint Genis-des-Fontaines in the Pyrenees and a façade with two minor portals, both of the twelfth century, have been given anonymously to the Pennsylvania Museum.



"THE RUSTIC FESTIVAL."

By Peter Breughel, Founder of the Flemish School, on View at Metropolitan Art Galleries, N. Y.



"BUBBLES."

By Girardet, at the Metropolitan Art Galleries, N. Y.



AT RIGHT—
PORTRAIT
OF
VAN DYCK.
Painted by
Himself and
Now on View
at the
Metropolitan
Art Galleries,
N. Y.

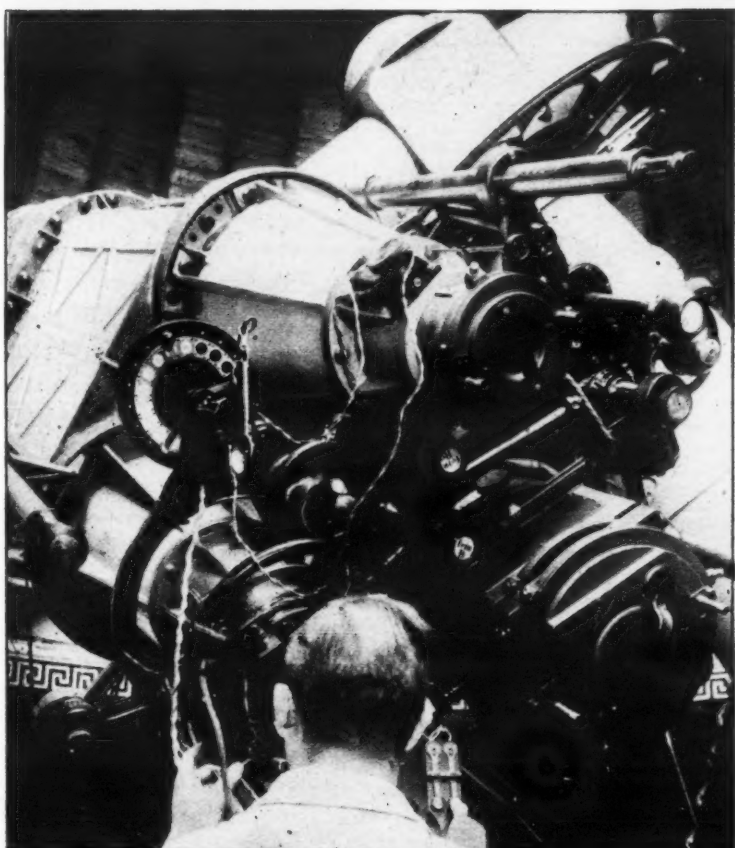
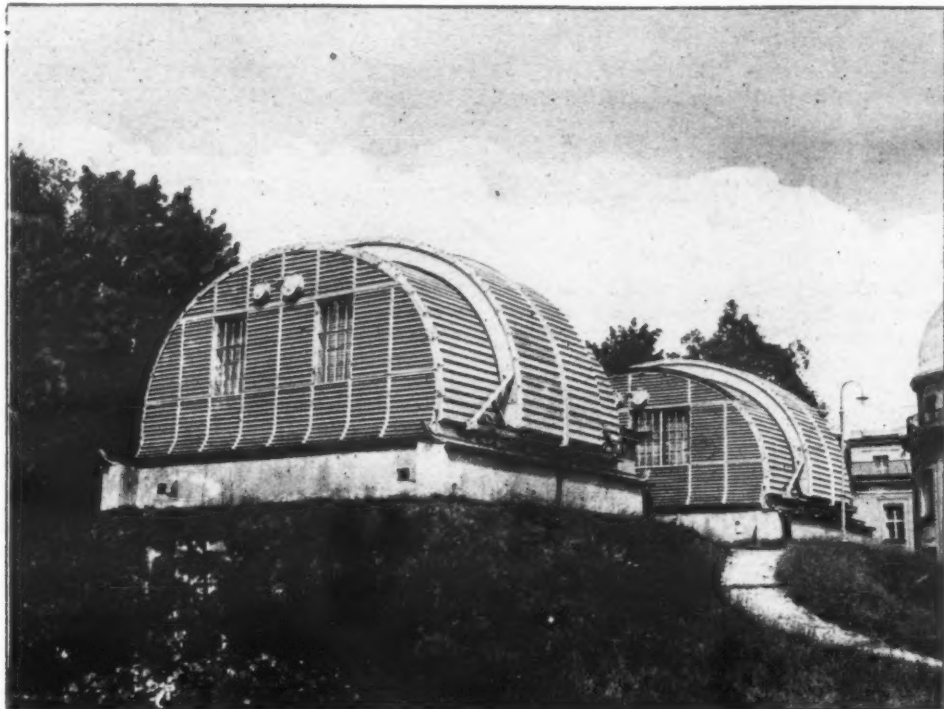


TWELFTH CENTURY FACADE.

From St. Laurent-les-Augustins at Cosmes, France, Given Anonymously to the Pennsylvania Museum

THE FIELD OF SCIENCE

Great Observatory—Novel Parking Plan.



ASTRONOMY IS COMPLICATED.

Showing the Astrograph, One of the Instruments Used in the Observatory.

THERE ARE FEW scientific stations in which Germany takes greater pride than in the astronomical observatory at Neubabelsberg, near Berlin. It has some of the most powerful instruments in the world, and its staff consists of eminent scientists who stand high in their chosen profession.

The delicacy required in perfecting the lenses of the telescopes used by the searchers of the skies is remarkable. Sometimes it takes years for skilled workmen to prepare them so that there shall not be the slightest deviation from perfect accuracy. The most trifling defect would set at naught the labor of the scientists and upset all their calculations.

Almost equal care has to be taken in the complicated machinery by which the giant telescopes are worked. There is a multiplicity of wheels and cogs in the delicate mechanism that would bewilder the layman. Yet everything is adjusted with such minuteness and perfection that the possibility of error is negligible.

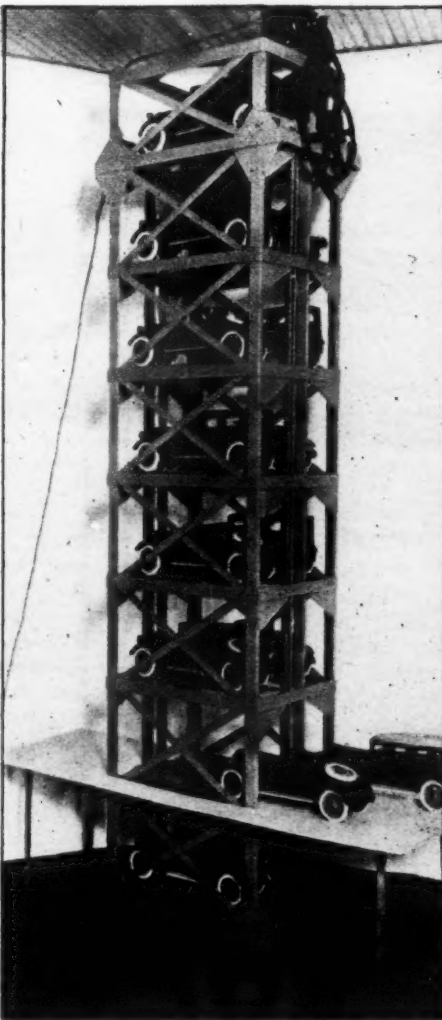
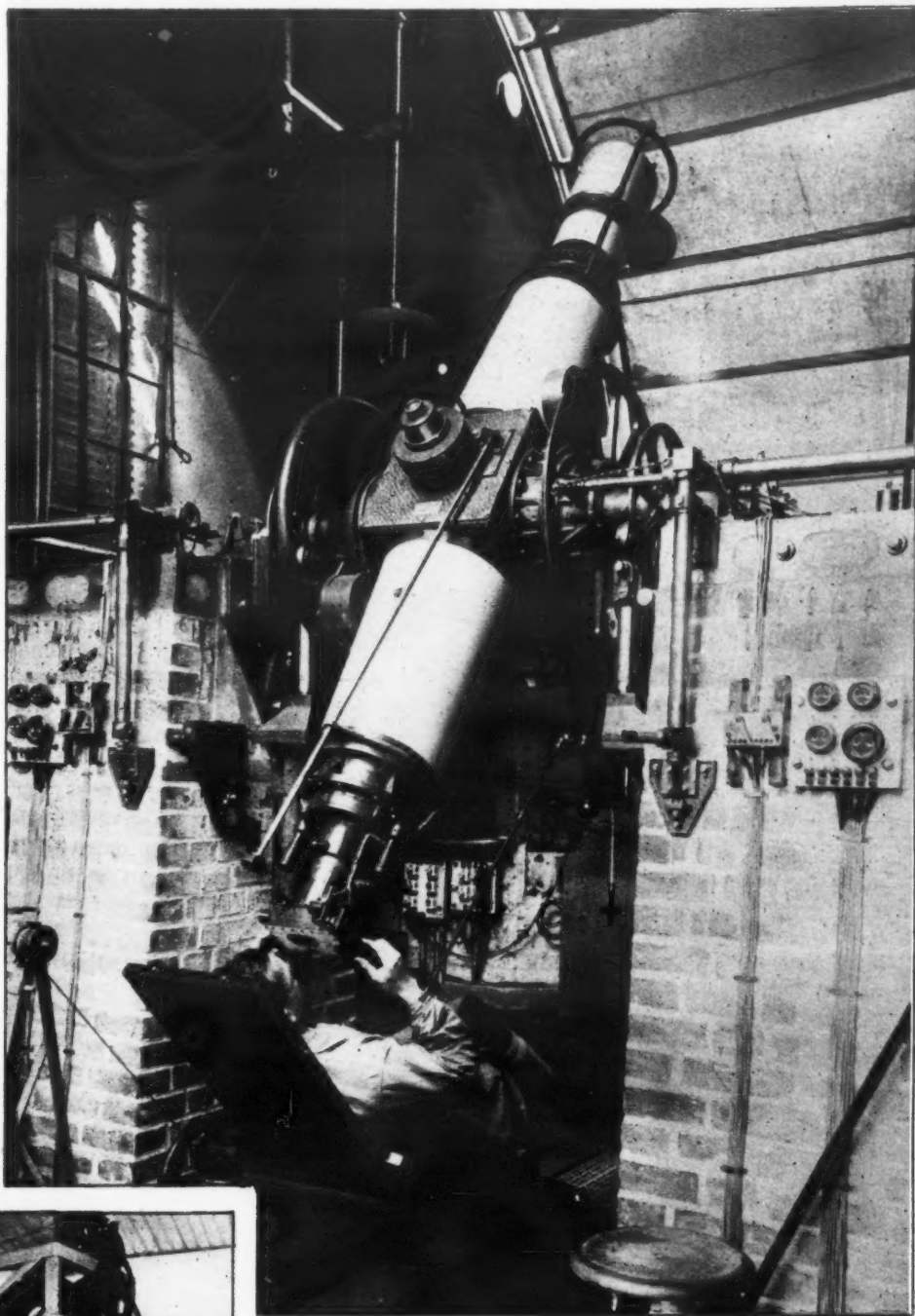
Some of the remarkable instruments used in the Neubabelsberg observatory are shown on this page. Notable among these is the astrograph in three parts with two tubes 40 centimeters each in diameter and one tube of a diameter of 30 centimeters.

An ingenious idea has been presented by J. E. Morton, an engineer and inventor of Sandusky, Ohio, for solving the parking problem in cities where space is at a premium. He has evolved a working model of a parking tower that can be erected on plots of ground no larger than that commonly required for a two-car garage. The idea is to build upward in the direction where space is not an object. An endless chain device is used, as shown in the accompanying picture, for moving the car platforms that serve as parking places up or down as the case may require.

Whether or not the parking tower will serve to materially assist the parking and traffic situation is a matter which time alone can demonstrate. However, it is considered to be an interesting suggestion in perhaps the greatest problem in all American cities.

THE MIRRORS OF THE STARS.
Showing the Halls in Which the Refractors Are Placed.

AT RIGHT—
THE STAR-
GAZER.
Showing One of the High Power Telescopes in Use.



(Times Wide World.)

PARKING RELIEF FOR CONGESTED CITIES.
Working Model of a Ten-Car Capacity Tower.



(Times Wide World.)

FOR HOUSING AUTOMOBILES.
Tower That Can Rise to Any Desired Height.

If MacDonald Visits Hoover—

By J. W. Duffield

IT IS HIGHLY PROBABLE that before the Summer has waned a tall, pleasant-faced man, with a slightly drooping mustache, will pass within the portals of the White House. That in itself will be nothing unusual, for hundreds visit President Hoover every week. There will be nothing about the man to differentiate him from those whom one passes daily in the street. He will wear no uniform, no decorations. Yet his entrance will mark a historic moment, and he will be received with all the impressiveness accorded to a king.

Not that he is a king. He was not born to the purple. He first saw the light under conditions of the most abject poverty on a little farm in Scotland. Today he is the Premier of Great Britain. His name is Ramsay MacDonald.

His coming will establish a precedent. It will be the first time in history that a British Premier has visited the United States while in office. They have left England on occasions either on a visit to some of the Empire's far-flung dominions or to the Continent for a conference with statesmen of other nations. Premier MacDonald's visit here will be on a par with President Wilson's visit to Paris in 1918, and perhaps more epochal in significance.

The echoes of the hotly contested British election had scarcely died away when the intimation came from Mr. MacDonald that such a visit was in contemplation. The suggestion was seized on eagerly by the press of both countries and the reaction was almost uniformly favorable. It was felt that a meeting between the heads of the two great English-speaking nations might be fraught with most helpful promise for the peace and prosperity, not only of the nations involved, but of the whole world. It would not be a stiff and formal diplomatic conference in the usual sense of the word. No official signatures would be affixed to specific documents. It would rather be a meeting of minds, a friendly, informal discussion between two men of goodwill, each earnestly desirous of settling questions of national and world import on a basis of equity and justice.

IT WAS MADE plain at the White House that President Hoover was most heartily in favor of the plan and that the British Premier's greeting would be cordial in the extreme. The welcome will derive additional cordiality from the fact that the administration is led to believe from informal information that one of the leading purposes of the visit will be to reach an accord with this government for the reduction of naval armaments, an object that is very close to the President's heart.

The announcement of the possible visit comes at a time when some sections of American public opinion are critical of Britain and things British. During the consideration of the fifteen-cruiser building program by the Senate, early this year, the strong backing of the program by many Senators was interpreted as a reflection of popular feeling. Doubtless much of that feeling was directed against the British Government as the outgrowth of the abortive ending of the naval disarmament conference, which met at Geneva in the Summer of 1927 at the call of President Coolidge. While the accusation

was denied by those foremost in furthering the fifteen-cruiser measure, some Senators made no bones of saying in public debate that this proposed increase in our navy was aimed at Great Britain.

Certainly the idea was prevalent that Britain at Geneva had an eye to possible differences with the United States in resisting proposals for substantial curtailment of her naval strength designed to bring her nearer to the United States in cruiser tonnage.



(Times Wide World.)
AT THE
PREMIER'S
OFFICIAL
RESIDENCE.
Ramsay Mac-
Donald and His
Daughter Joan
in the Library at
Chequers.
AT RIGHT—
PRESIDENT
HOOVER.



But among many persons who took no stock in suggestions that hostilities between the two nations would occur ultimately a strong opinion prevailed that the British attitude toward America was wholly unfriendly.

Naturally, this thought produced irritation, which was accentuated by several circumstances, chief among them the British attitude in the Geneva naval conference and the publication of the "Uncle Shylock" cartoon in a London newspaper.

DEEP DOWN at bottom, however, the pin-pricks felt by Americans were social, in a personal sense rather than political. The belief prevailed that Americans as a people were being harshly and unjustly judged by the British public, their character and their institutions were being commonly held up to scorn, and that generally the average Britisher looked down on Americans as a people actuated only by the lowest and most sordid motives.

But it took only the merest hint that the head of the new Labor Government of England contemplated visiting Washington to see President Hoover on a good-will mission aiming at the establishment of cordial relations to bring out a chorus of approval from all elements in the American nation.

As the visit contemplated by the Premier is appraised in administration circles, it would afford an opportunity for paving the way for a course of common action on the part of Britain and the United States that would set an example and have a profound effect on the tranquility of the world.

The confidence felt in Washington that naval armament is the topic at the very top of Mr. MacDonald's memoranda of matters to be discussed with President Hoover is based on information brought to the capital by an officer of this government.

During a conference with this official last Autumn

Mr. MacDonald expressed the view that the British Prime Minister should make a visit to the United States to discuss the troublesome disarmament problem with the President. He said nothing at that time to indicate that he had any expectation of succeeding Stanley Baldwin, but made it clear that, if he were in Mr. Baldwin's place, one of his immediate purposes would be a conference or a series of conferences with the President.

In addition to the naval armament question, with its corollary of the freedom of the seas, other important questions affect the relations between the two governments. There is the American high tariff wall and the foreign trade of Britain and the United States which brings the two nations into competition on all the seven seas. Another matter is the criticism of the British rubber export policy which was made by President Hoover when he was Secretary of Commerce.

IN THIS CONNECTION the suggestion is offered that the expressions which passed between the two countries might not have been as full of vexed feeling if the irritation of the United States had been smoothed out in advance through just such personal contacts as Mr. MacDonald is credited with desiring to have with the President.

It is possible, of course, that the British war debt to the United States might come up, but it is not likely, unless its relation to the German reparations settlement brings it into the discussion. The British Government, however, considers the debt settlement a closed question.

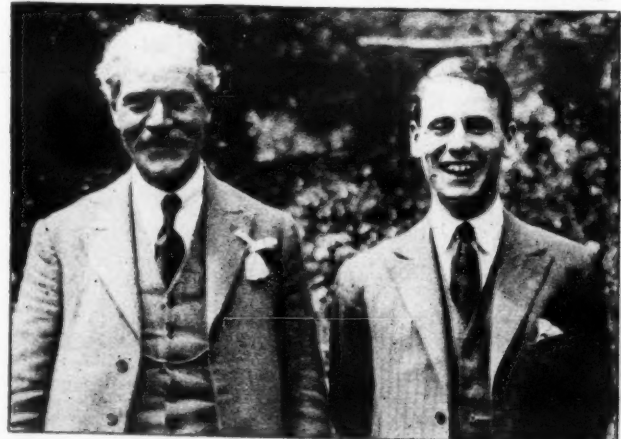
The overseas liquor traffic in its relation to the prohibition laws may be brought forward as suggesting a stricter application of the liquor treaty between the two nations. As Mackenzie King, the Canadian Premier, may be a party to the conferences between the President and Mr. MacDonald, the enforcement of prohibition along the Canadian border may be a fruitful subject of discussion.

There, too, is China. This government has been disposed to play a lone hand in that country by pointing the way to tariff autonomy and recognizing the Nanking Government. Britain followed suit, but somewhat tardily, and there appears to be a difference between the British and American attitudes which could well be discussed. President Hoover has a deep interest in China.

The discussions might also include Russia, with Mr. MacDonald seeking a common attitude of Britain and the United States toward that perturbed country. While there seems to be no prospect that the President would join with Mr. MacDonald in any proposal to give formal recognition to the Soviet Government, the Prime Minister might be able to obtain a broad understanding of the President's reasons for feeling that recognition is not desirable.

Back of these detailed questions is the broader situation which is the most important of all.

This is Anglo-American relations. Such a discussion between the American President and the British Premier could lead to the matter of a common unity of purpose approaching a sentimental or ethical understanding.



(Associated Press.)
SMILES OF VICTORY.
Ramsay MacDonald and His Son Malcolm, Following the News of the Labor Triumph.



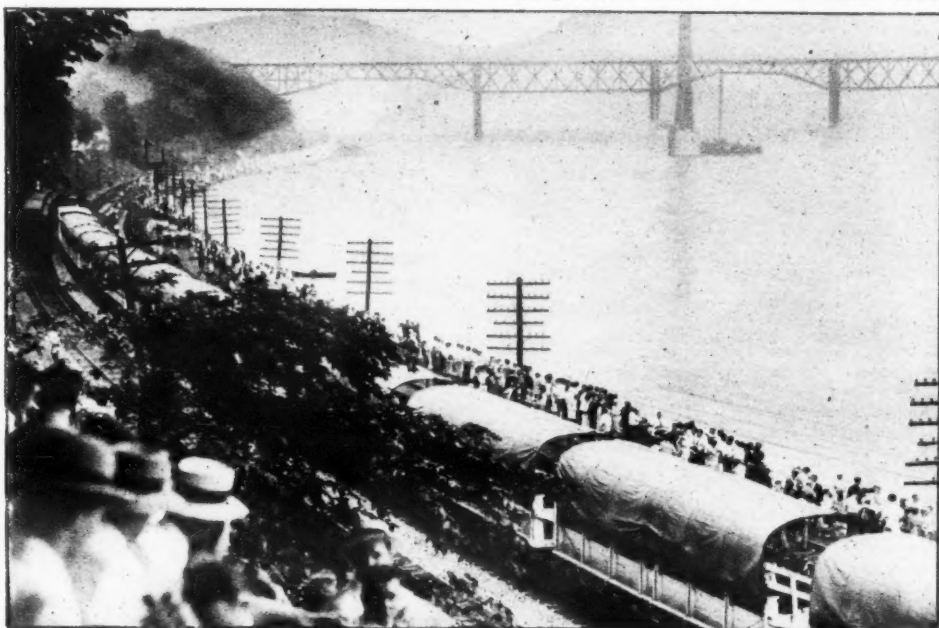
RAMSAY MacDonald AND HIS DAUGHTER
ISHBEL
on a Short Rest Trip to America in 1927.

COLUMBIA WINS AT GREAT REGATTA



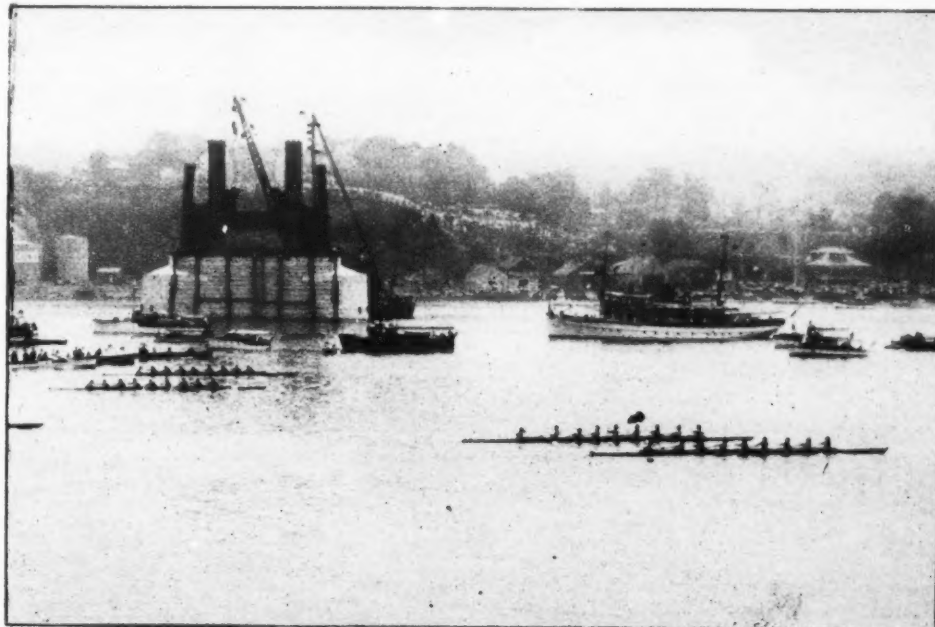
THE LION'S WHELPS.
Columbia Varsity Crew That Won the Main Event at the Poughkeepsie Regatta in Magnificent Style.

(P. and A.)



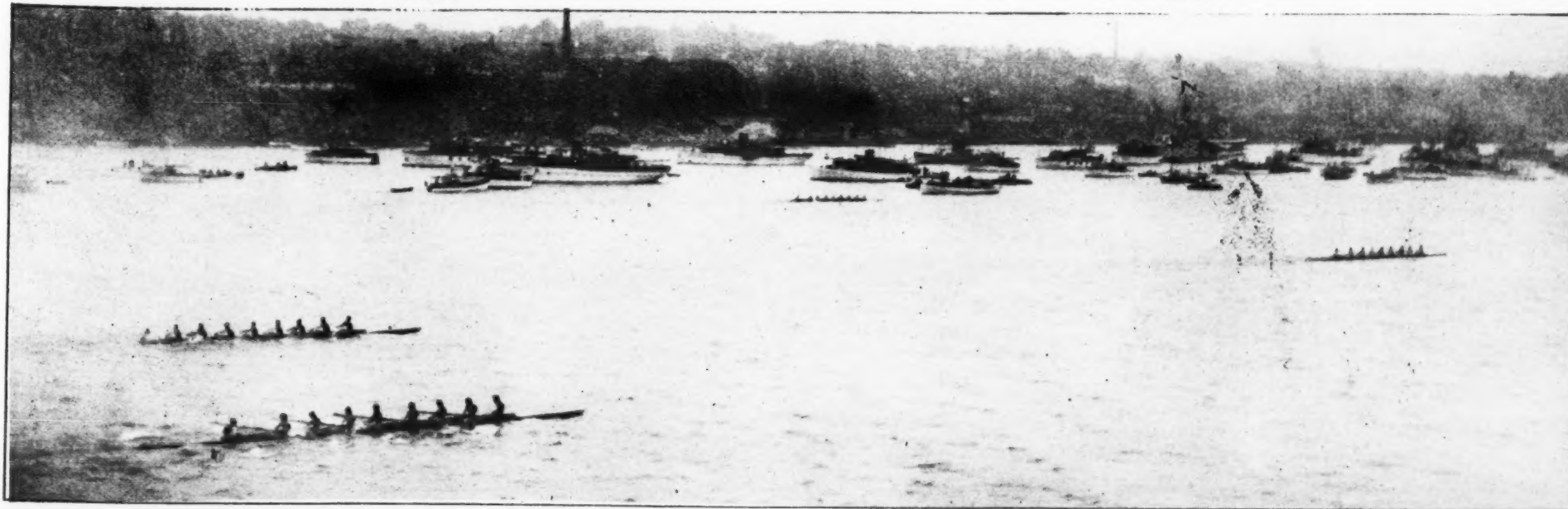
EAGER ONLOOKERS AT THE POUGHKEEPSIE REGATTA.
Crowded Observation Train Moving Through Throngs That Lined the Banks of the Hudson.

(Times Wide World.)



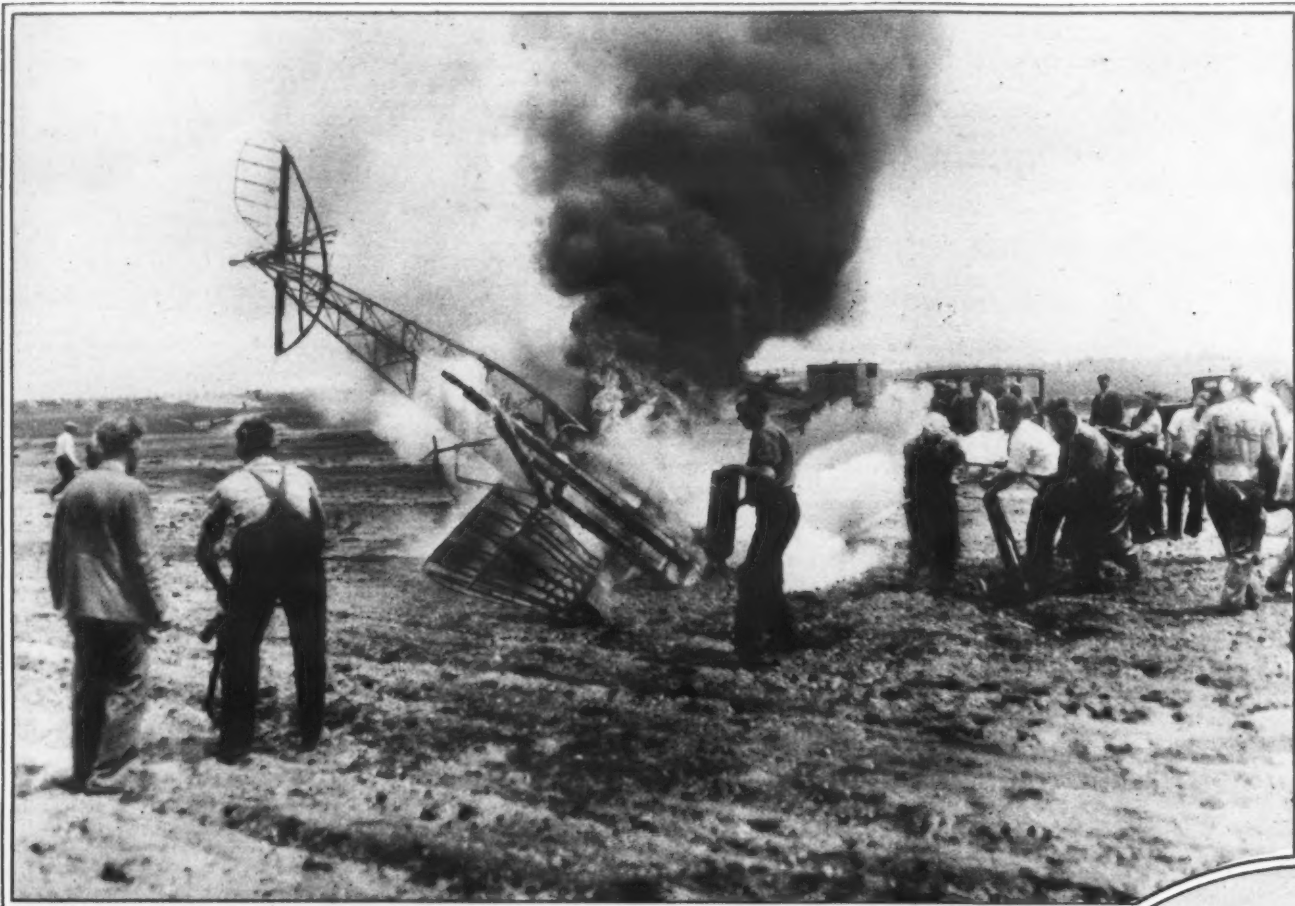
WITH RHYTHMIC SWING.
The Junior Varsity Race at Poughkeepsie, Won by the Cornell Crew, Seen in the Lead.

(Times Wide World.)



SPEEDING THROUGH THE DUSK.
Thrilling Eight-Oared Varsity Race During Which Four of the Boats Were Swamped. Columbia, Furthest From the Camera, Won, While the Washington Eight, Which Finished Second, Is Seen in the Foreground.

(Times Wide World.)



TRAGEDY OF THE AIR.

(Associated Press.)

Wreckage of the Airplane That Burst Into Flames When It Fell at Roosevelt Field, New York. The Pilot, Francis Phillips, Was Burned to Death and His Companion, Henry Goldsmith, Received Probably Fatal Injuries.



(Times Wide World.)

WHEN THE YANKS MET THE ELEPHANTS.
Fox of the Athletics Out at Second on His Attempted Steal in the Second Game of the Series in Which the Mackmen Won Three Out of Five.

(Times Wide World.)

AT RIGHT—A MODERN ATALANTA.
Betty Robinson, Olympic Champion, Tying the World's Women's Record for the Fifty-Yard Dash in 6 Seconds Flat at Soldiers' Field, Chicago.



ONE SUCCESSFUL INTERNATIONAL.
Mrs. Mathilde McCormick Oser, John D. Rockefeller, Arriving in Husband, Max Oser, a Swiss (Right), and Their Two Children by Her Father, Harold M.



(Times Wide World.)

A DIZZY WHIRLER.
Captain Richard W. Mackie Hung Up a New Record for Boston Airport Pilots When He Completed 631 Loops in Two Hours and Was Only Prevented From Adding to the Number by a Shortage of Gasoline.

(Associated Press.)



CAPTAIN FRANK
Noted Airplane Pilot With His Wife
New York, Where He Is Making Pa
Stop Flight From New York

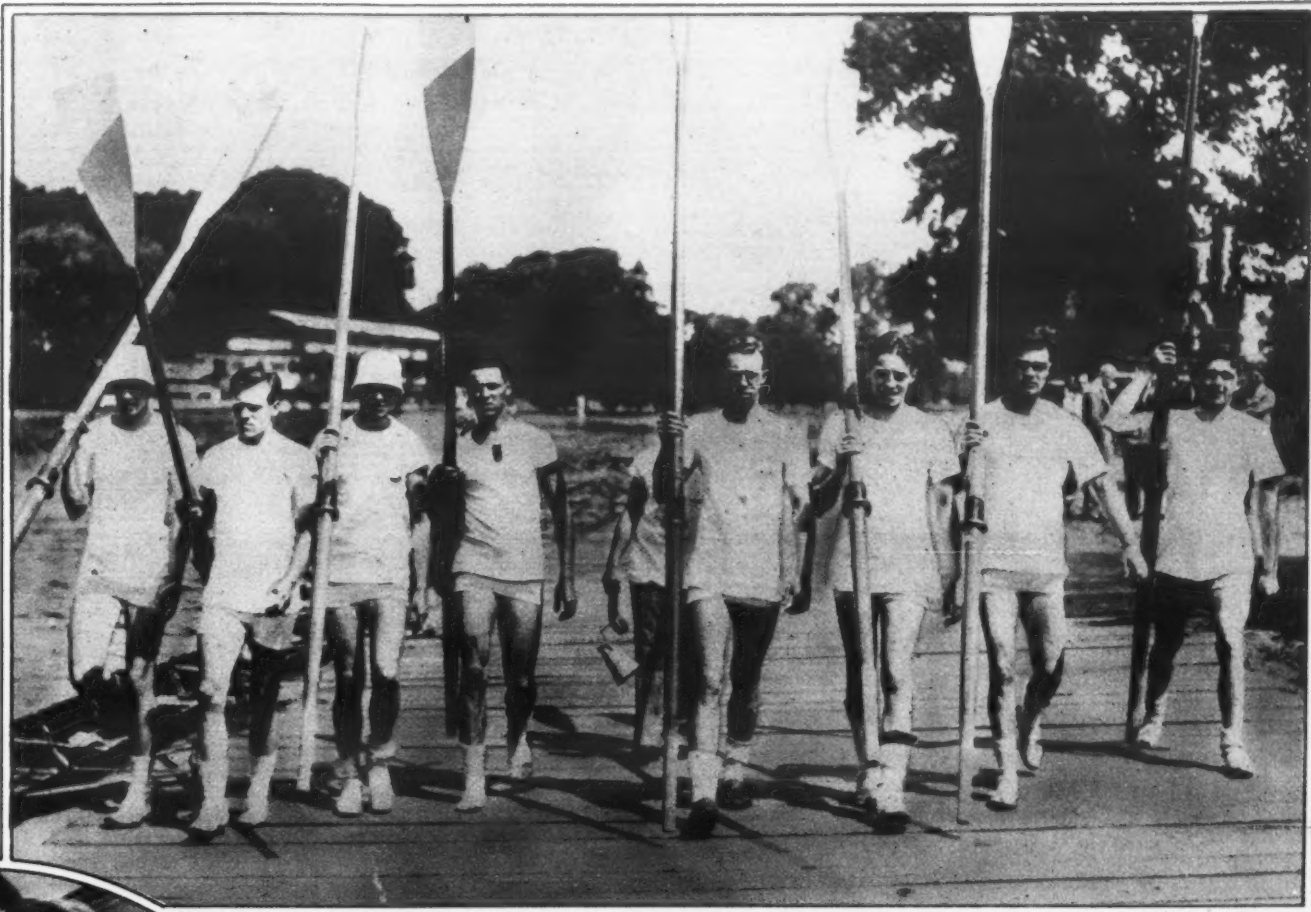
ENINGS IN THE OF ACTION



(Associated Press.)
INTERNATIONAL MARRIAGE.
McCormick Oser, Granddaughter of
Arriving in Chicago, With Her
ser, a Swiss Riding Master
Two Children, to Be Greeted
ner, Harold McCormick.



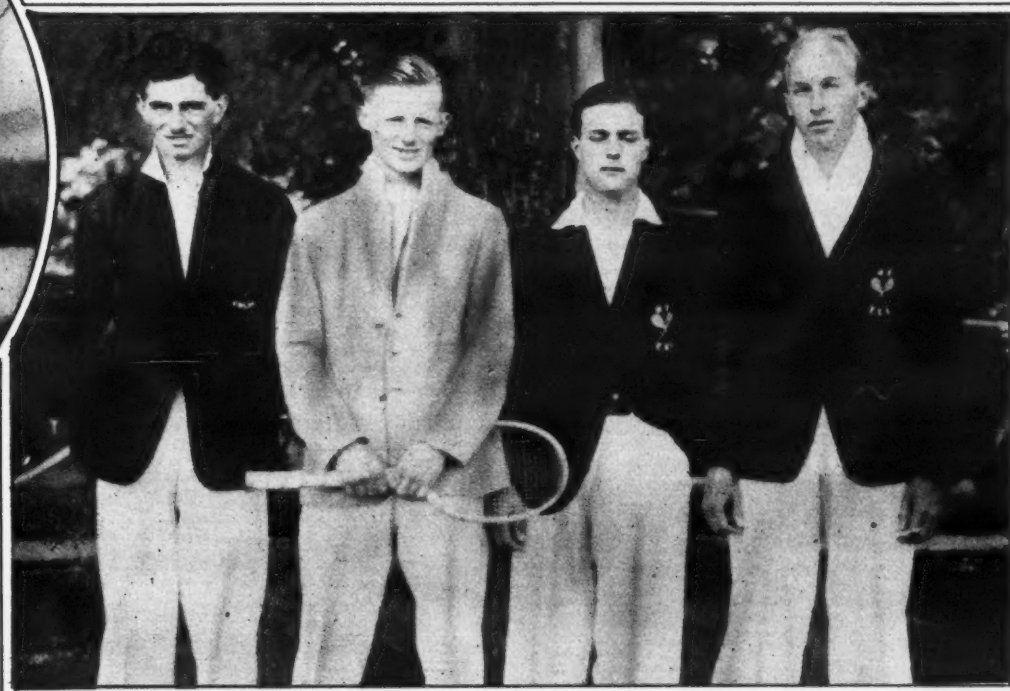
(Associated Press.)
FRANK HAWKS,
With His Wife at Roosevelt Field,
Is Making Preparations for a Non-
New York to Los Angeles.



OUR OARSMEN ABROAD.
American Light Crew of Columbia University Returning From a Practice Spin in
Preparation for the Henley Regatta, Where They Triumphed in the Semi-Final and
First-Heat Races.



TO ATTEMPT NEW ENDURANCE RECORD.
Leo Nomis, Who, With Morris Morrison, Will
Attempt to Break the Refueling Endurance Rec-
ord in a Specially Equipped Plane With Which
They Hope to Stay 300 or More Hours in the Air.



(Times Wide World.)

KNIGHTS OF THE NETS.
First Contingent of the Ox-
ford-Cambridge Tennis Team
as They Competed in the
Intercollegiate Champion-
ship Events at Haverford,
Pa.



(Times Wide World.)

**AT LEFT—
AN AMERICAN BULL-
FIGHTER.**
Sidney Franklin, the Only
American Matador, Born in
Brooklyn, N. Y., Leaving the
Ring in Sevilla, Spain, Amid
the Acclamations of the
Crowd After a Remarkable
Exhibition.

Yale Crews Defeat Harvard on River

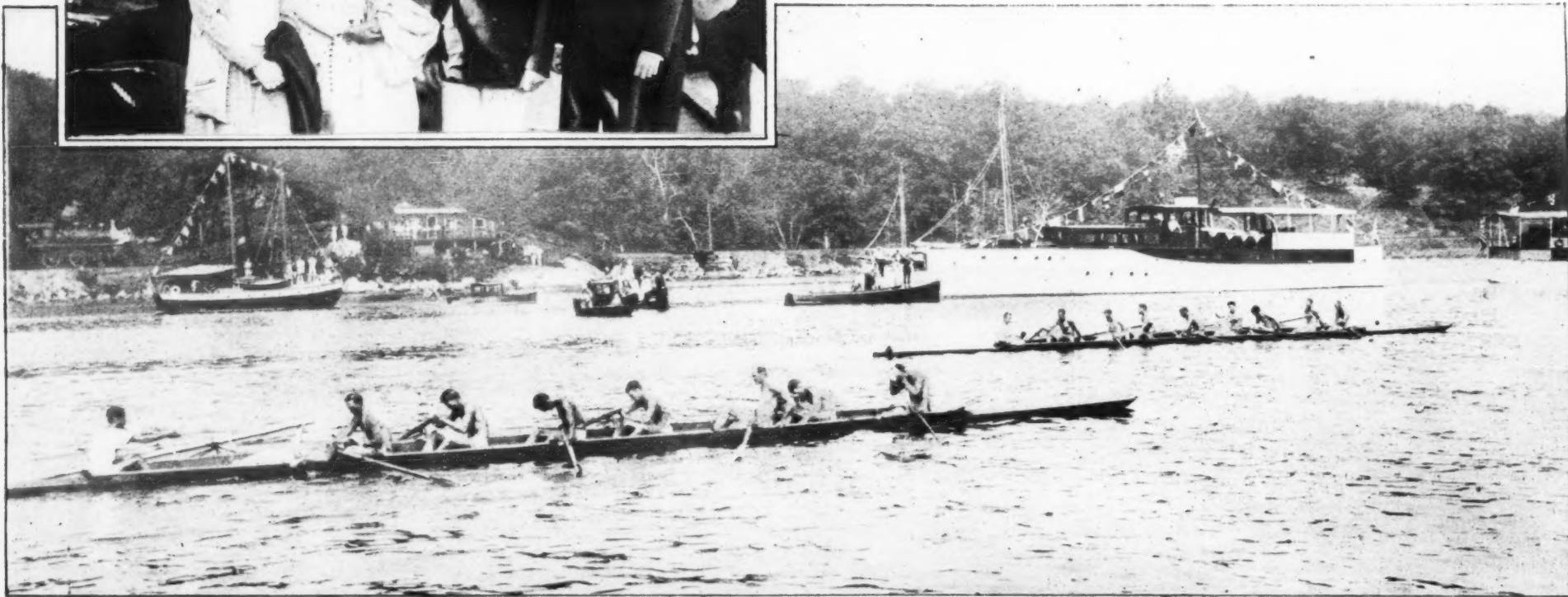


"WAY UP THE RIVER THEY DID ROW, ROW, ROW."
The Yale Varsity Team, Defeating the Harvard Eight by Six Lengths, Kept On to Its Boathouse Without Stopping, but Were Halted, Turned Around and Sent Down the River to Cheer Their Defeated Rivals.

AT LEFT—

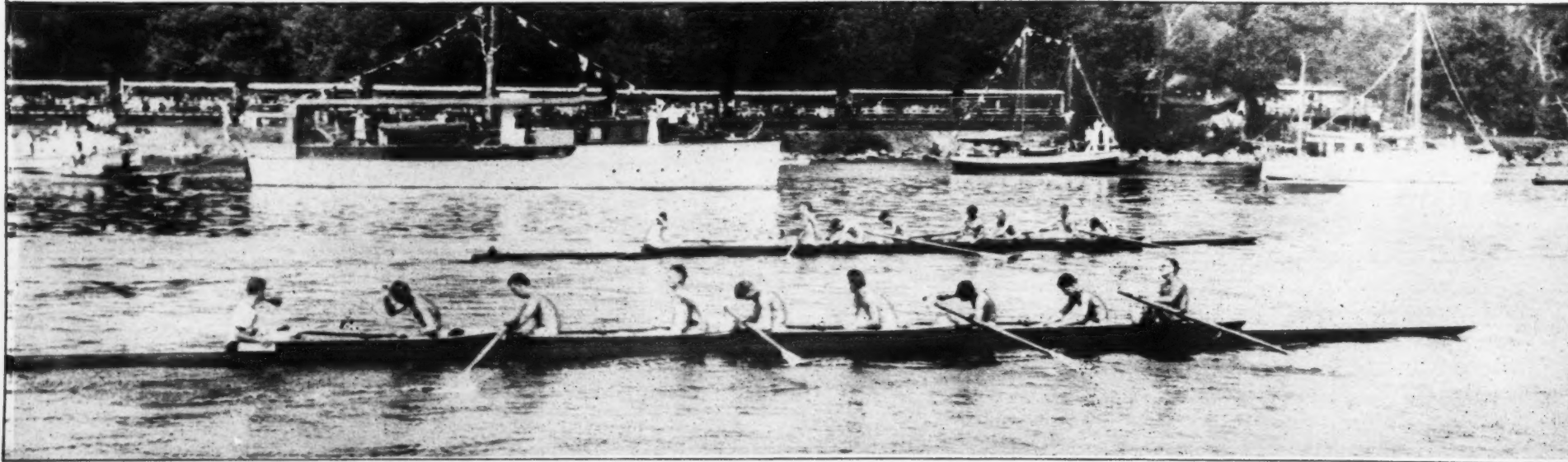
CELEBRITIES AT THE RACES.

Governor Trumbull of Connecticut, With Mrs. Trumbull, His Daughter, Florence Trumbull, and John Coolidge, Miss Trumbull's Fiancé.



THE JUNIORS DO THEIR STUFF.

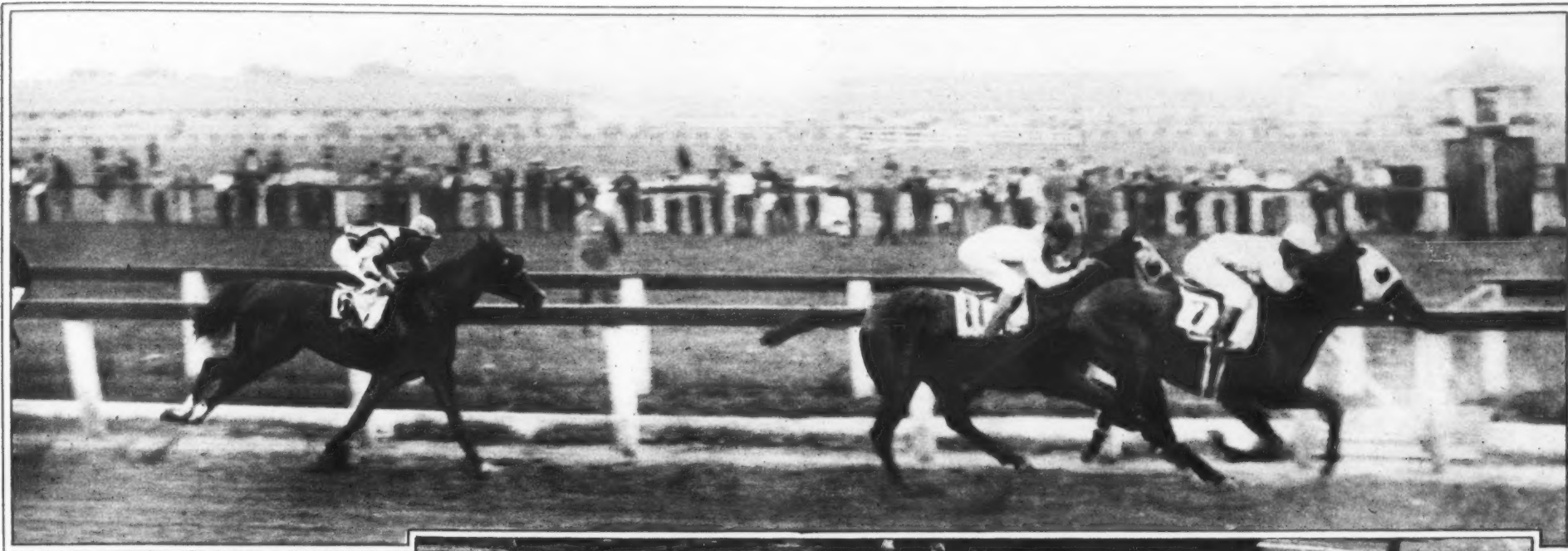
Yale Junior Crew Making It Two Straight for the Blue. The Crimson Eight With Its Exhausted Crew Shown in the Foreground.



THE YALE FRESHMEN.

The Yale University Freshmen Eight Shown Defeating Their Crimson Competitors by Three-quarters of a Length.

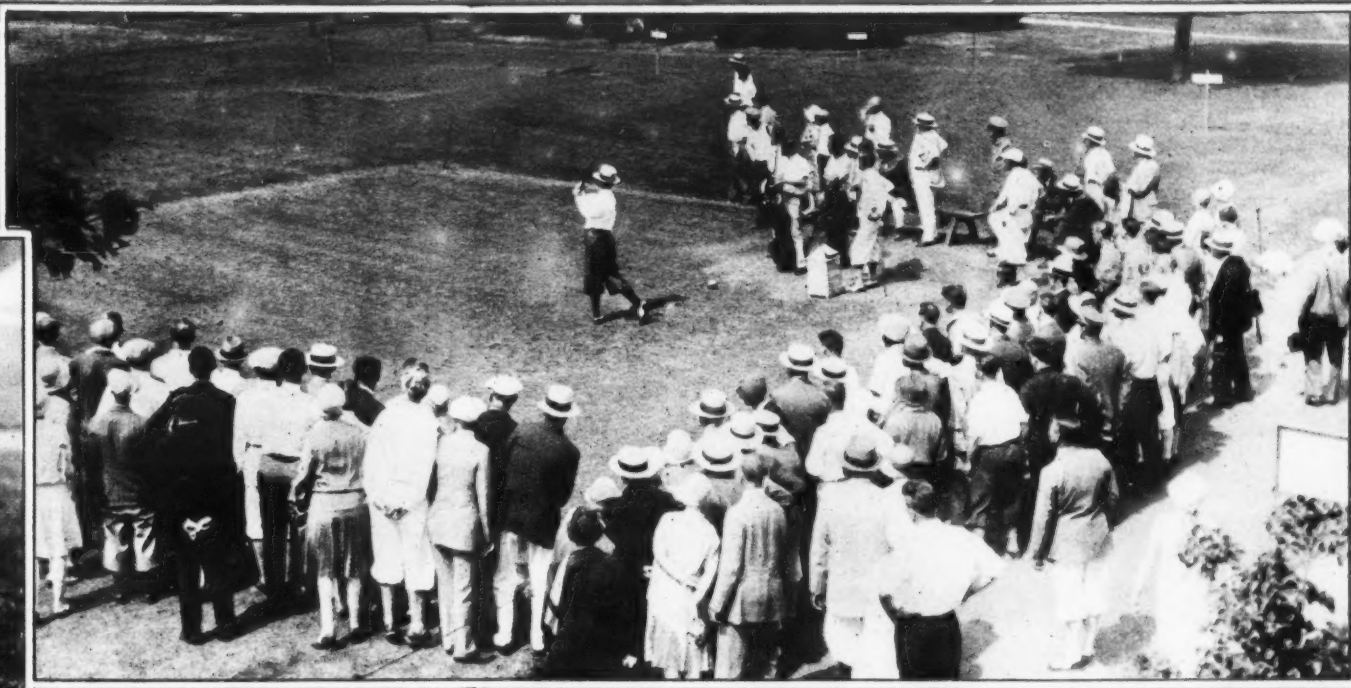
Racing, Golf and Polo Matches



(Times Wide World.)
**SPURNING THE EARTH WITH FLY-
 ING FEET.**
 Finish of the Third Race at Aqueduct
 Track, N. Y., Won by Grattan, With
 Steffen Up.



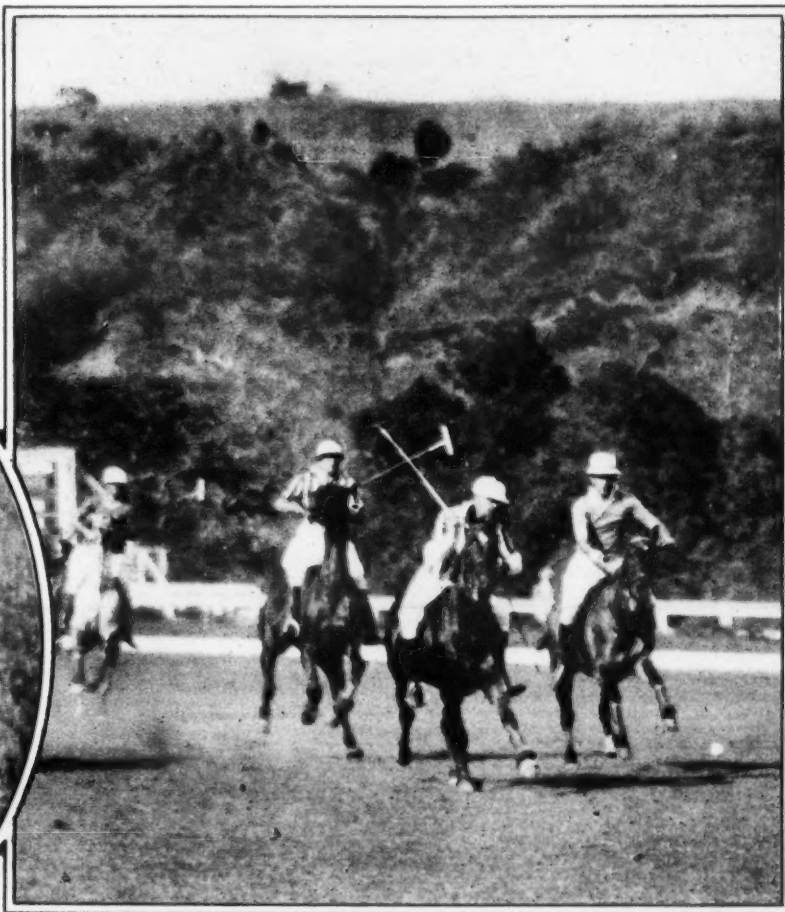
(Times Wide World.)
A FITTING TROPHY.
 Mary Ladewig of Cam-
 den, N. J., Winner of the
 100-Yard Dash for Wo-
 men in Time of 113-5
 Seconds, With the Wrist
 Watch That Rewarded
 Her Victory.



(Times Wide World.)
DOWN THE FAIRWAY.
 Billie Burke Driving Off the Tenth Tee in the
 New York State Open Golf Championship
 Match at the Westchester Biltmore Club.



(Times Wide World.)
**AT THE RIGHT—
 FOLLOWING THE
 BALL.**
 Johnny Farrell (Left,
 Front) and Gene Sara-
 zen, Walking to the
 Fourteenth Tee in the
 New York State Cham-
 pionship Match.



(Times Wide World.)
CHIP OFF THE OLD BLOCK.
 Will Rogers Jr., With Uplifted Mallet, Son of the Famous Humorist,
 Playing Polo, in Which His Father Is Adept, With the Uplifters'
 Club of Los Angeles, Cal.

IN THE DROWSING NOONDAY—A STUDY



The Winding Road.

WISCONSIN PATHWAY Bordered by Stately Trees That Separate the Road From the Farm, Whose Buildings Are Discerned in the wauke, Wis. (Cash Award \$10.00.)



Music Hath Charms.

STOPPING IN HIS PLAY, Which, Judging From His Tattered State, Has Been Strenuous, to Take In a Jazz Offering on the Radio. Sent by Mrs. W. M. Lewis, Tacoma, Wash. (Cash Award \$3.00.)

MID-WEEK PICTORIAL each week awards a prize of \$10 for the best amateur photograph; a prize of \$10 for the best study of Mother and Child. There are two second prizes of \$5, one for amateurs, the other for Mother and Child.

All other photographs accepted are paid for at the rate of \$3 each. Permission for publication must be given with entries of Mother and Child photographs, and all photographs must be accompanied by return postage.

Photographs should be addressed to Amateur Photographic Editor, MID-WEEK PICTORIAL, 229 West Forty-third Street, New York, N. Y.



Lipton's Rivals.

LITTLE YACHTSMEN Launching Their Craft on the Waters of a Woodland Brook. Sent by Georgia Hilke, Long Branch, N. J. (Cash Award \$3.00.)



The Ol' Swimmin' Hole.

YOUNGSTERS AND THEIR ELDERS as Well Defying the Sweltering Heat of the Summer Season. Sent by E. O. Arnold, Phoenix, Ariz. (Cash Award \$5.00.)

OTHER AMATEURS—MOTHER AND CHILD



MRS. H. W. ANDERSON AND HERBERT CHARLES.
Second Prize—Five Dollars.
Won by Johnson's Studio, Detroit Lakes, Minn.



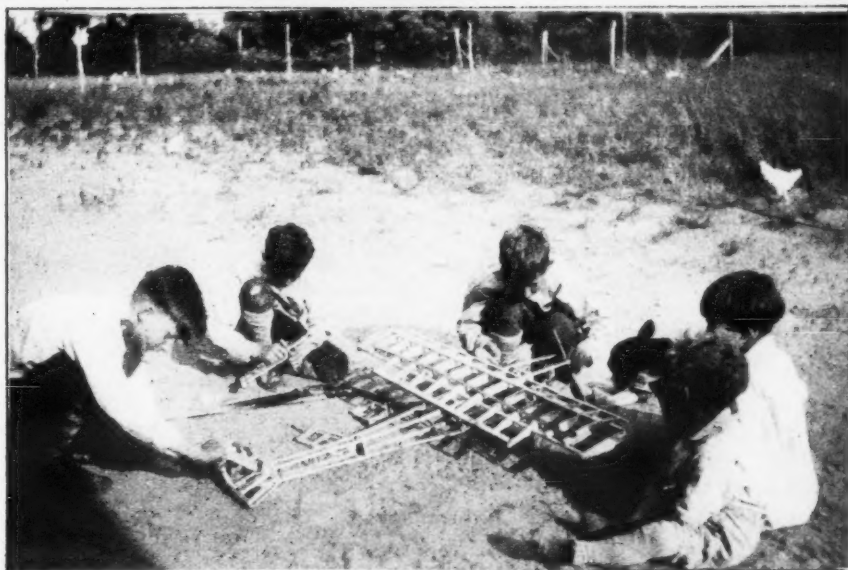
MRS. ANDREW G. SNYDER AND
DAUGHTER CATHERINE.
First Prize—Ten Dollars.
*Won by Mamie Starbuck Turner,
Piqua, Ohio.*



MRS. J. A. CRAIG
WITH
JANE
AND
MARIE.
*Three Dollars
Awarded to Miss
Belle
Johnson,
Monroe
City, Mo.*



MRS. GEORGE B. SILES AND CLINTON.
*Three Dollars
Awarded to Mrs.
Charles Anderson,
Jamestown, N. Y.*



AT LEFT—
The Rising
Generation.
YOUNG AVIA-
TION ENTHU-
SIASIS Making
an Airplane While
Thoughts of "Lindy"
Spur Them On. Sent
by Charles W. Boss,
Bridgeton, N. J.
(Cash Award \$3.00.)

Feeding the Chickens.
HEN AND HER BROOD Responding to the
Mess Call of the Little Distributer of Corn.
Sent by Mrs. Frank N. Anderson, Auburn,
Cal.
(Cash Award \$3.00.)

METROPOLITAN AMUSEMENT GUIDE

NEW AMSTERDAM

THEATRE, 42nd St., W. of B'way
"The House Beautiful"
Erlanger, Dillingham & Ziegfeld,
Managing Directors

POPULAR PRICE MATS. WED. & SAT.

EDDIE CANTOR in ZIEGFELD'S "WHOOPEE"

100 GLORIFIED GIRLS. 458 Reserved Seats \$1.00.

FOLLOW THRU

"The Most Cheerful of the Season's
Music Shows."—*Her. Tribune.*

CHANIN 46TH ST. THEATRE
Mats. July 4 & Sat.

NEW MOON

THE MUSICAL PLAY SUPREME

Brilliant Cast of 150

IMPERIAL THEATRE

W. 45th St. Mats. July 4 & Sat.

GILBERT MILLER presents

Journey's End

By arrangement with Maurice Browne

HENRY MILLER'S

THEATRE, 124 West 43d St. Evs. 8:30.
Mats. THURSDAY and SATURDAY, 2:30.



"GROWING ACHIEVEMENT"—Gerhard, Evening World The ONE and ONLY BROADWAY

A Carl Laemmle Jr. production directed by PAUL FEJOS
presented by Carl Laemmle GLOBE THEA., B'WAY at 46th ST. MATINEE TODAY and every
TUESDAY 50c, 75c, \$1.00
Weekday Nights 75c to \$2.00

WILLIAM FOX PRESENTS MOVIE-TONE'S
GREAT DRAMATIC SPECTACLE

The BLACK WATCH

FEATURING VICTOR McLAGLEN
DIRECTED BY JOHN FORD

GAIETY THEATRE, B'WAY & 46th ST.
TWICE DAILY, 2:45—8:45.

First Time at STRAND Prices
First National Pictures Presents

"THE SQUALL"

Vitaphone brings the perfect 100%
TALKING Picture—the feature of
a 100% TALKING Program.

Introducing NUBI—a Gypsy tale of passion

MARK STRAND

A Stanley Co. of America Thea. Dir. WARNER Bros.
BROADWAY at 47th ST.
WEEKDAYS 35c SUNDAYS 50c
TILL 1 P. M. TILL 2 P. M.
DOORS OPEN WEEKDAYS 10:30 A. M.
De Luxe Midnight Show Nightly 11:30
Every Seat a COOL Retreat—70° ALWAYS

ON WITH THE SHOW

100% NATURAL COLOR TALKING-SINGING PICTURE

REFRIGERATED
WINTER GARDEN B'way & TWICE DAILY, 2:45—8:45
50TH ST. EXTRA 6 P. M. SHOW SUNDAY

SEE

MID-WEEK PICTORIAL EVERY WEEK

IF YOU WOULD BE UP TO THE MINUTE

WITH THE LATEST NEWS OF THE THEATRE WORLD

INTERIOR DECORATION



"SPEED."

By Harriet Whitney Frishmuth.
(Photos Courtesy Gorham Co.)

By
Florence Smith Vincent

OF LATE THE FEAR has been
freely expressed that the Amer-
ican home is not what it used to
be. It isn't! Yet let none regret it.

Like the individual, the modern
home is enjoying its freedom. Qual-
ity, not quantity, is the burden of its
theme. No longer overweighted with
non-essentials, its atmosphere gives
art consciousness a chance to quicken,
to expand.

"I think sculpture and painting
have an effect to teach us manners
and to abolish hurry!" declared Em-
erson.

This is the likely reason why con-
temporary craftsmen with the chisel,
striving to meet the need of the new-
fashioned family centre, create small
sculpture in bronze for home decora-
tion.

These small bronzes are marked
less by conventionality than by nat-
uralness. Apparently, sculptors are
ignoring the hard and fast rules laid
down in the past and are interpreting
life as they see it.

The line is the thing. Fanciful as
the conception may be, however fear-
less the pose and abandoned, so hu-
man a quality have they that these
figures might have stepped out of
life. "Stills" of animated subjects of
the animal kingdom, all are charac-
teristically American.



"YANG KWEI FEI."
By Allan Clark.



"YAWNING TIGER."
By Anna Hyatt Huntington.

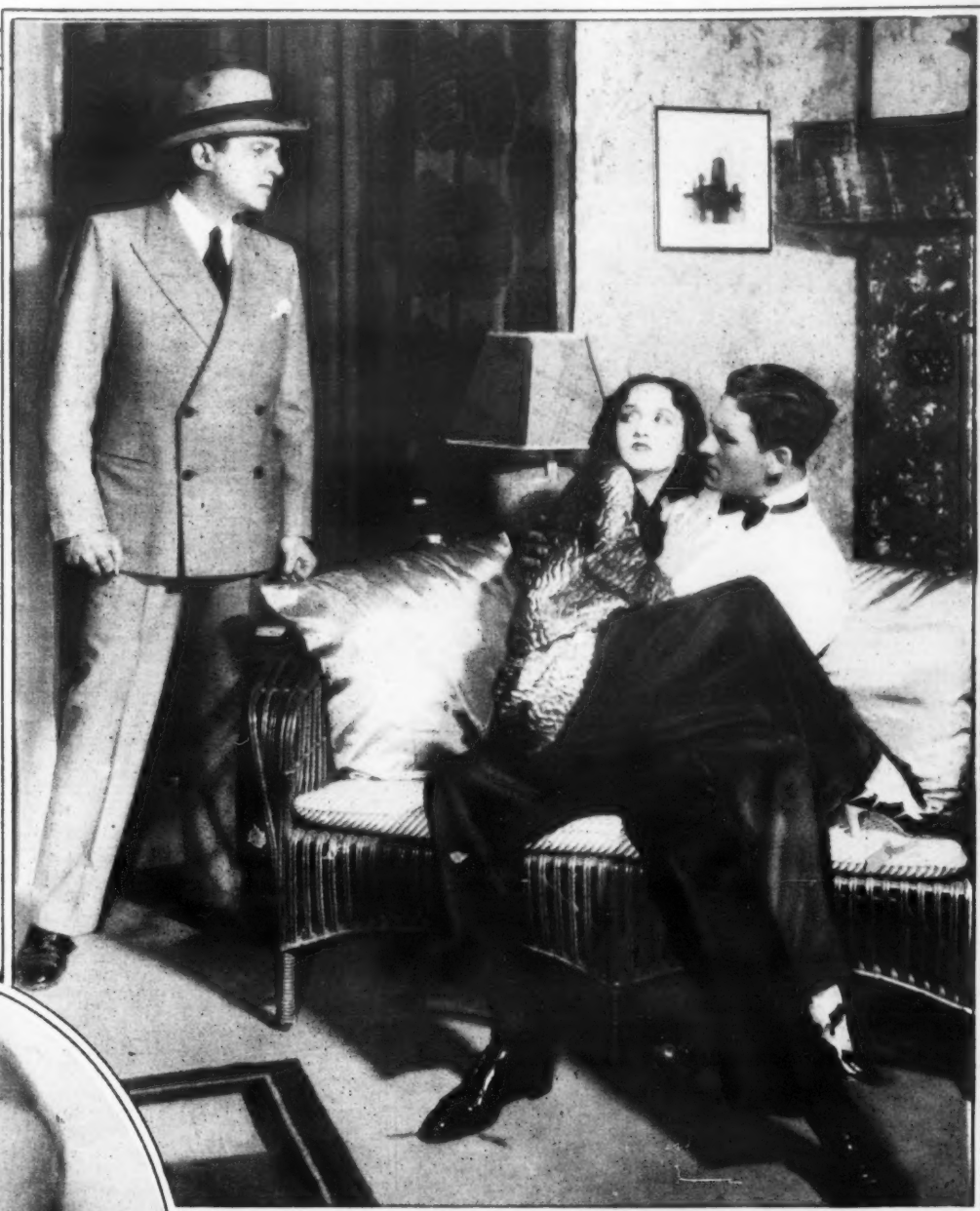
FOOTLIGHTS AND FOOTNOTES



(White.)

AN IRRESISTIBLE INVITATION

in "Borrowed Love," With Mary Fowler as Grace Cordially Inviting Barry O'Neill as Tom Bradford to Linger With Her and Her Husband, Bob Carter, Played by Richard Gordon.



(White.)

THE HUSBAND RETURNS UNEXPECTEDLY.

A Critical Moment in "Borrowed Love."



(White.)

BARRY O'NEILL AND MARY FOWLER.

"A NEW ANGLE on the sex triangle" is the qualifying phrase for the domestic play which has settled down for the Summer at the Times Square Theatre. It comes from Bide Dudley's pen, which ordinarily is devoted to comment on Broadway theatrical life, and is being presented by J. Osborne Clemson, said to be a newcomer to the producing field.

Perhaps a more fitting subtitle would be "bisecting an acute angle on the sex triangle," inasmuch as the author has chosen to evolve a moral lesson from an extremely delicate marital situation which is rarely brought from behind the family portal. A large portion of our population will say it is a subject not to be openly discussed, but the modernistic element which finds no wrong in companionate marriage or abbreviated bathing suits will probably lend an interested ear. Whether the end justifies the theme depends wholly on the individual viewpoint.

Quite adroitly, Mr. Dudley renews the age-old conflict of sexual drive versus spiritual urge, and concludes with a beautiful if not thoroughly convincing triumph for the mental forces over the physical. In this instance virtue is something more than its own reward.

George J. Hummel



(De Barron.)

BIDE

DUDLEY,

New York News-
paper Columnist,
Author of "Bor-
rowed Love."

(De Barron.)

AT RIGHT—

MARY FOWLER

as the Transgressing

Grace Carter in

"Borrowed Love."



ON THE SILVER SCREEN



ELSA ERSI.

Miss Ersi Is Now Appearing in the German Talking Picture, "The Royal Box."



CELEBRATING THE FOURTH.

Hugh Trevor and Sally Blane, Radio Picture Players, in Revolutionary Costumes.



INA CLAIRE IN PATHÉ TALKIE.
Miss Claire Is Shown in Her First Talking Picture for Pathé—"The Awful Truth."



AT LEFT—
FAY RAY AND GEORGE BANCROFT
in One of the Scenes of the Paramount Production, "Thunderbolt."



LAURA LA PLANTE,
Universal's Star Reverts to Her Blondness After the Dark Hair of Her Rôle in "Show Boat."

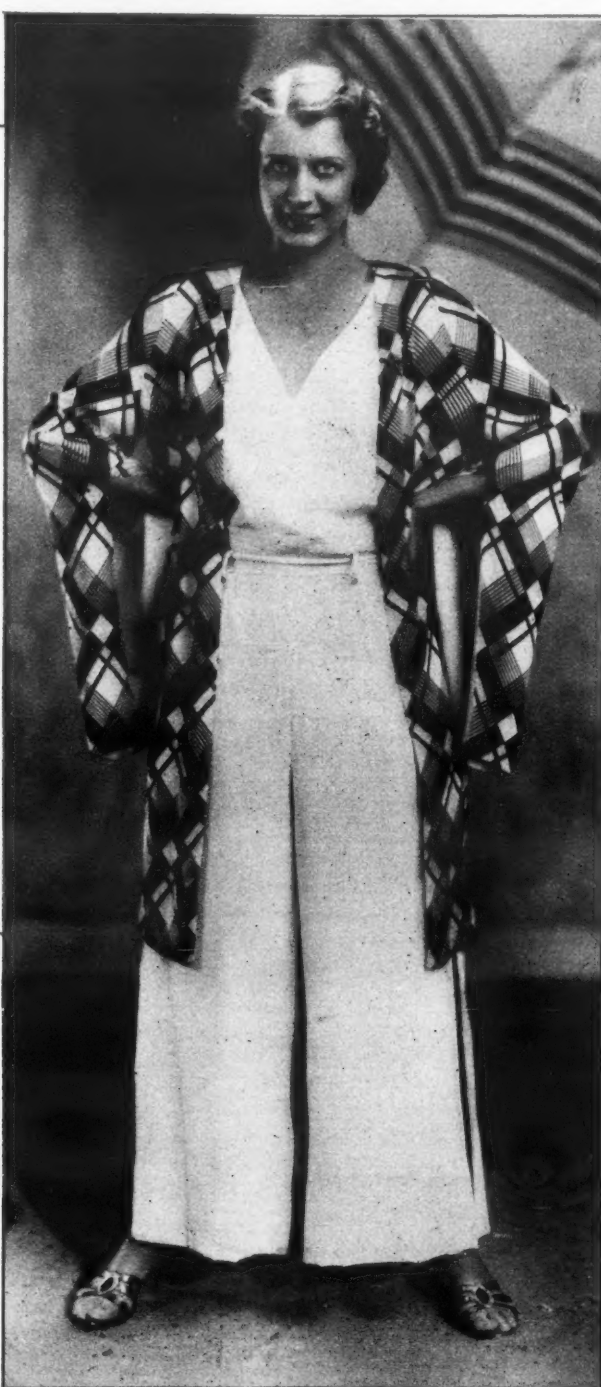
Fashions



(Fab.)

FOR SUMMER DANCES.

A Boulanger Creation Imported by Henri Bendel. The Frock Is Mediterranean Blue in Color and Is Severely Straight in Front and Has the Very Long Back.

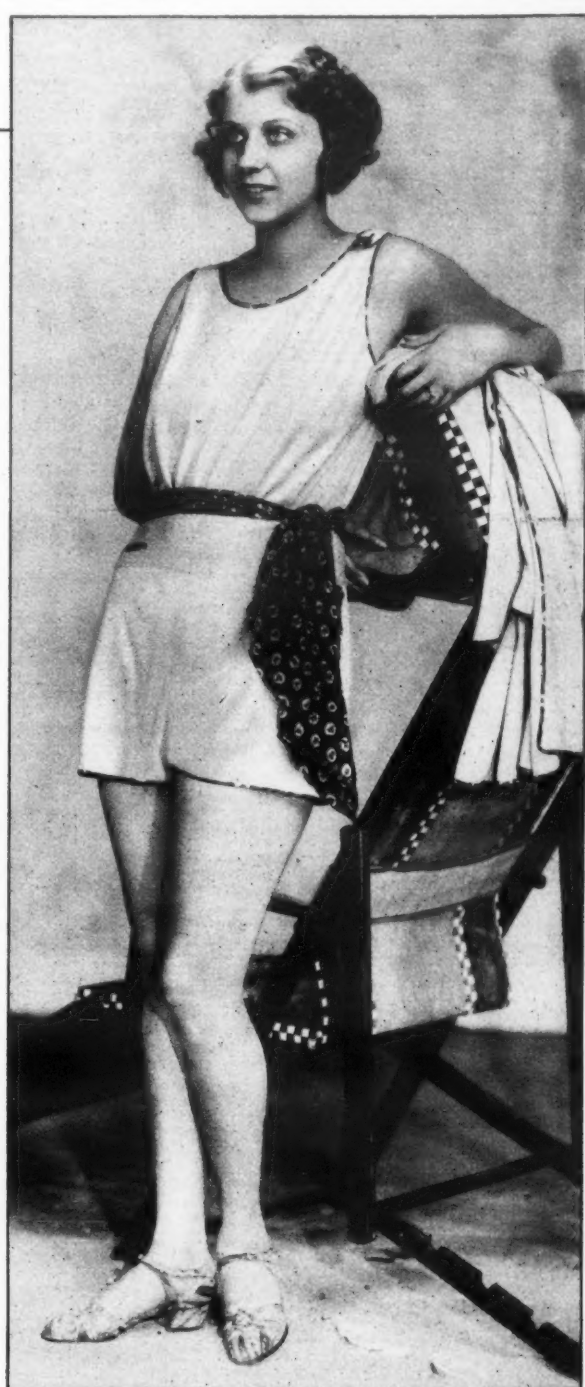


(Times Studio.)

BEACH PAJAMA ENSEMBLE.

A Gay Creation of Mme. Frances With Beach Sandals by Delman. Below Is a Smart Handbag of Satin on a Rhinestone Frame; From Saks-Fifth Avenue.

(Gabor Eder.)



(Times Studio.)

BATHING SUIT ENSEMBLE.

This Smart Ensemble for the Beach, Designed by Mme. Frances, With Beach Mules by Delman, Marks the Current Hot Weather Seaside Mode.

By
Beryl Whiteman

BEACH COSTUMES this season are becoming Continental. Sartorially, it is difficult for fantastic Lido to outdo the American woman. After all, they do not abuse a fashion or allow a fad to become garish—even if it is a beach ensemble.

The well-dressed beach siren has many things to consider. First of all, the abbreviated "backs" to acquire the ruddy sunburn—but never, never can she ignore all of the new ideas which have been sent over to us—and which we are creating ourselves—that are so engrossing. The swagger coat, for instance, is almost indispensable. Pull-on sweaters and gayly colored sports jackets and printed cotton beach coats have become necessary to complete the wardrobe.

Bicolored pajamas are donned for breakfast and luncheon—or even a stroll along the beach. They are practical garments and chic, beyond words, with their sailor-cut trousers and brilliant coloring.

Striped canvas makes a delightful ensemble with matching bag and cushion. Large beach hats—floppy

and becoming—are to be seen with every beach ensemble. They are trimmed—a new note for sportswear. It is not unusual to see a bit of ribbon or a bunch of fruit placed over each ear. The garden skirt is also gaining an important place in Summer sports. It is picturesque — fashioned of flowered canvas in red, blue, green and yellow on a solid contrasting background. These snappy little skirts button on the side of a snugly fitted waistline and can be worn over a one-piece bathing suit.

Overalls are included in Summer vacation wearables. They are being made in washable materials, linen proving the most popular. The shirts worn with the bright overalls are made in contrasting materials and colors. The most popular have a short-sleeved loose-weave sweater effect that gives all of the becomingness necessary to an almost too masculine cut.



PREDICTIONS *and* MODES of PARIS



(Times Wide World Photos.)
ALMOND GREEN REPS
 Is the Material From Which This
 Cape Is Fashioned, Worn Over a
 Kasha Frock From Lucile.

By Evelyn MacDonald,

Paris Fashion Editor,
 16 Rue de la Paix, Paris,
 June 29, 1929.

NO MATTER HOW SIMPLE or unimportant the frock is nowadays it is sure to have some sort of jacket or coat to add to its attractiveness. In fact, the ensemble idea is by no means on the wane, judging by the large number of these costumes seen at smart race meetings and other rendezvous of the elite.

The Parisienne favors the plain one-tone coat with gay matching lining to follow out the theme of the dress. However, the color rule is very elastic this year, for none other than Patou shows a simple grege coat with several of his brightest chiffon dresses. Kasha, crepe de chine, georgette and crepella are important materials for the ensemble coat. The smartest dresses are in printed chiffon, shantung and specially designed crepe de chine. Bright blue, red, yellow and, of course, black are the colors in vogue for the midsummer ensemble.



HEM-STITCHING AND RUFFLES
 Make This
 Patou Frock
 Interesting.
 The Finely
 Worked
 Beige After-
 noon Coat
 Accompanies
 the Popular
 Printed Frock
 in Tan and
 Red.

BROAD BANDS OF BLUE AND WHITE
 Make This
 Sport
 Ensemble
 From
 Drécoll-
 Beer
 Especially
 Effective.
 The Lining of
 the Crepe de
 Chine Coat
 Matches the
 Sport Frock
 Identically.



A MAUVE ENSEMBLE
 From Nicole Groult Has Buttons
 Down the Skirt and an Appliquéd
 Motif at the Neck. The Crepe de
 Chine Coat Is Darker Than the Dress
 and Several Inches Shorter to Give the
 Correct Ensemble Touch.



CURVED LINES
 Are a Feature of This Modernistic Ensemble From Nicole Groult.
 Black and White Are Cleverly Combined in This Matching Coat
 and Dress in Heavy Crepe de Chine.

FASHIONS and FANCIES of NEW YORK



A FEATURE TUCK-IN MODE

This Printed Chiffon Frock of Arnold Constable & Co. Shows the Godets of the Capelet Emphasizing the Dominant Tone of the Chiffon. Hat of Fine Leghorn Straw.



A STYLE FOR SUMMER WEAR

This "Angomora" Ensemble From B. Altman & Co. Shows a Green, Orange and Black Wool Embroidery on a White Mohair Background.



(Fab Photos.)

A FROCK FOR RESORT WEAR
In Indian Red and With White Printed Silk, This Creation From Tailored Woman Shows a Square Silhouetted Bertha Collar.

AT LEFT— A FORMAL AFTERNOON FROCK

This Creation, a Formal Afternoon Frock or Informal Evening Gown from R. H. Macy & Co., Is Made of Delicately Flowered Chiffon With a White Background.



A NEW NOTE

This Crisp and Cool Rayon Voile From Stewart & Co. Has Parky Muslin Bows on Collar and Cuffs and Vionnet-like Tucking in the Skirt.



FOR THE HOUSEWIFE AND THE HOME

(Prepared by the Home Making Centre, Sponsored by N. Y. State Federation of Women's Clubs.)



COLOR RULES DINING ROOM.

A Pale Green Tablecloth Is the Basis of This Color Scheme. The Candles Are of the Same Color. Mrs. Frederick W. Cameron, Director in the New York State Federation of Women's Clubs, Is Pouring Tea.



SUMMER BEDROOM IN PINK AND GREEN.

A Pink Pillowslip and Under Sheet and a Green Cover Sheet Make the Bed Attractive Looking and Cool. A Pink and Green Light Shade, Pale Green Drapes and Wall Paper With Pink and Green Dominant Carry Out the Color Scheme.

By Jean Lyon

A LITTLE PAINT and a feeling for the beauty of color are almost all that the bride of today needs when she sets out to equip her home. The old-time white trousseaus have had their day. Whatever her budget, the bride of the twentieth century can make her home gay with color, and color, the brighter the better, is very much in vogue.

The Home Making Centre of the New York State Federation of Women's Clubs has been displaying outfits in the Grand Central Palace, for the woman who is

newly equipping her home, and has been giving consultations to the woman who brings in her problems. Color is the keynote of the displays and the keynote of the advice. Color is so much the modern note that the centre has made it an important part of its educational scheme.

A bride came into the Home Making Centre not long ago with the problem of equipping a small apartment on a small budget. "I want to make it pretty," she said. "Do you think I can on the money I have?" Of course she could make it pretty. Making homes pretty is one of the things which the Home Making Centre delights in. And whether the woman's budget is large or small, the principles of making the home pretty are much the same.

This young bride had a kitchenette to equip in which she wanted to be able to do some real cooking. But she was discouraged, for, she said, there was a "nasty old cupboard" in the kitchenette and a very inadequate gas plate on which to cook.

A little paint on the cupboard in her favorite color, she was told, would give her inspiration to work. Perhaps a bright curtain for the cupboard, too, if it had no doors, would be attractive. As for cooking on a gas plate, there were special pots and pans which she could buy for very little which would cook everything from roast beef to rice pudding.

The consultant at the Home Making Centre gave her a list of kitchenette equipment which she could buy complete for \$50. This included a "master baker" which would do actual baking on the gas plate. Then there were wooden mixing utensils, a tea kettle, a coffee biggin, a bread box, egg beaters, can openers, an electric iron—in fact everything, even to a toy broom with which to sweep out the corners of a very tiny kitchenette. She looked at curtain materials for her kitchenette, and at colored linoleums. She was inspired by the yellow-handled cutlery which she saw in use in the demonstration kitchen and decided to paint her inexpensive cutlery to match her cupboard.

How could she make her bedroom pretty? she asked next. She soon discovered, by examining the displays and by talking with the consultant, that she could have sheets in all shades and colors. She could have green or pink or yellow or blue. She could use two different colors on one bed to add a note of individuality to her room. She could have white sheets with colored borders. The soft-colored blankets could be bought to match the sheets and the general color scheme of the room. She

looked and talked and examined all the displays, and finally decided that she liked green and yellow.

She found green and yellow towels with bath mats and washcloths to match. The square designs on them appealed to her. Then she found table linen which would make even a table set up in a living room look attractive. She discovered that she could really afford to buy the pale green and the pale yellow tablecloths and napkins. They looked so attractive in the display, with the green glasses and the tall green candles. She wanted to make her table look just like that, for she knew then that she would be proud of it.



NO MORE DRAB KITCHENETTES.

Knives and Forks, Coffee Pots, Roasting Pans and, in Fact, Almost All Kitchenette Utensils, Are a Riot of Color Nowadays. They Are Designed to Make Kitchen Work Pleasant.

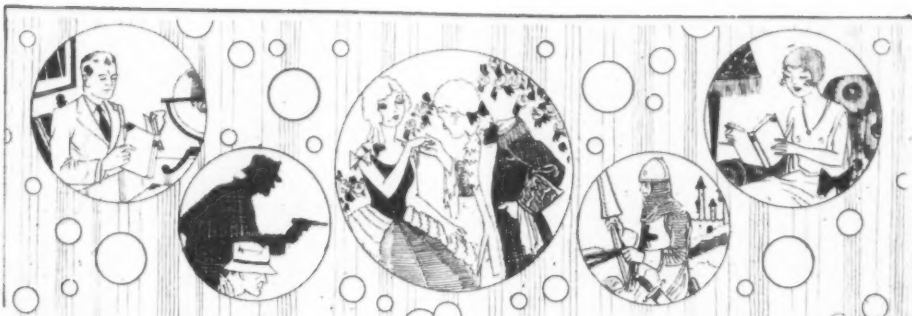


KITCHEN DE LUXE.

It Can Be Seen That Even Larger Kitchens Can Be Rendered More Chummy by Means of Colored Tiles, Toasters and Even a Green Enamelled Electric Grill for the Breakfast Chops.



MARY GRACE ASHTON,
Author of "Shackles of the Free."



BOOKS and their MAKERS



ELLEN GLASGOW,
Author of "They Stoop to Folly."

By J. W. Duffield

SHACKLES OF THE FREE. By Mary Grace Ashton. New York: Frederick A. Stokes Co. \$2.50.

FIDELITY TO DUTY or surrender to passion? This was the problem that comes into the life of Ruth Strong when at the age of 26 she learns that her husband, David, is stricken with an illness that may keep him in bed for years and is bound to have a fatal termination. She is a wife, but might as well be a widow as far as the physical side of marriage is concerned.

At such a juncture in her life she comes under the influence of Diana Grey, a woman of 30, living in a rapid set of London society and contemptuous of conventions. She believes in the "freedom" which is the jargon of the gay circle in which she is included and flouts as Victorian any obligation which would interfere with her own personal enjoyment. Not only does she follow this course of life herself but seeks to impress its precepts on her friends.

She is horrified at the plight in which her friend Ruth finds herself, tied to a hopelessly sick man, destined to be his nurse perhaps for years. She tells Ruth that she is unjust to herself, that she is wasting her youth in clinging to an outworn ideal of loyalty when she ought to be yielding herself to her emotions and desires. David, she says, would be better off if sent to a nursing home. Then Ruth could "live her life" unhampered.

Her specious arguments are reinforced by the proximity of a young protégé of Diana's, Simon Anderson. He had been destined for the Roman priesthood, but, taking a dislike to the profession, had come to London to see life as Diana and her set conceived it. Diana throws the two young people together and a mutual affection develops that might have had disastrous consequences but for the influence of Father Treverstone, a friend of Diana's brother. He throws his influence in the opposite scale and for a time there is a battle between him and Diana for Ruth's soul.

The conflict is adequately portrayed. Without obtrusiveness the reader is always aware of the battle which is going on between the so-called old standards and those of a newer and, possibly, a passing stage. The suspense of the conflict is maintained with that artfulness which conceals itself.

He finally conquers. Ruth remains faithful to her husband and sends Simon away. He plunges into dissipation in Paris. Ruth obtains real freedom in her devotion to duty, and in the end finds herself enjoying a chastened happiness. Simon seeks a fictitious freedom in self-indulgence, only to find that he is shackled by his appetites. At the end of five years David dies and Ruth and Simon are then free to marry if they will. But their love has vanished; they are at opposite poles in their outlook on life and they go their separate ways.

The story is a powerful portrayal of the conflict between the warring forces of duty and desire and is told with sustained interest and compelling charm.

Pen Points

THREE DELIGHTFUL YOUNG English people in Italy, a marriage de convenance which threatens to entrap one of their Italian friends, the attempted theft of a priceless painting—these are the materials of which Mrs. Cleugh has spun another of her charming gossamer tales entitled "Spring," published by the Macmillan Company. The whimsy and gaiety of Matilda, the loveliness of Jeanne Margot, the sustained action of a common cheat are all united in this chronicle of the gay Dunstables, the Contessina Giuletta Amorosa, Signor Onofrio Sarrato and others—not forgetting Cousin Hugo from Boston. It is Mrs. Cleugh at her pleasantly romantic best—which is to say that the feeling of youth and springtime radiates from the book.

DR. WILLIAM E. BARTON, whose new book, "The Lineage of Lincoln," was recently published by the Bobbs-Merrill Company, states:

"We know the truth at last about Lincoln. I have crossed the ocean three times, have traveled to Springfield, Ill., scores of times; to Kentucky almost as often, to Virginia not a few times, and I have followed the Lincoln trail from end to end. Only in the correction of a few distinctly minor errors have I anything to retract of what I have formerly written, but I have added now what makes 'The Lineage of Lincoln' the last word on the subject. There has been too much reckless guessing, too much timid compromise and a little plain falsehood. These deserve their stern rebuke. The time came to tell the truth—and I am not guessing in the matter."

J. W. MOIR, the Classical Master at Harrow, the famous English school, writes of Paul Anderson's "With the Eagles" (Appleton):

"The disgruntled schoolboy is apt to suppose that Caesar's Gallic War was written with no other aim than to show posterity examples of final clauses and reported speech. To such a view 'With the Eagles' provides a valuable antidote. His narrative is vivid and enthralling; he frankly acknowledges any deviation from the story as given by Caesar himself; and best of all, he offers a copious supply of detailed information about the Roman army without going out of his way to impress the reader. It is to be hoped that the book may be put into the hands of every young student of the Gallic War."

The Book Outline

FORTHCOMING FICTION.

HOMEPLACE. By Maristan Chapman. (Viking Press.) A new story in the same milieu as that of the author's first novel, "The Happy Mountain."

BURNING BEAUTY. By Temple Bailey. (Penn Publishing Co.) Wherein a girl sacrifices her happiness for the sake of her brother.

THE INCREDIBLE YEAR. By Faith Baldwin. (Dodd, Mead & Co.) Problems of the young in a sophisticated age.

HORSES IN THE SKY. By Larry Barretto. (The John Day Co.) Experiences of a private in an ambulance corps in the World War.

THEY STOOP TO FOLLY. By Ellen Glasgow. (Doubleday, Doran & Co.) Women of three generations sketched with keen satire.

A FAREWELL TO ARMS. By Ernest Hemingway. (Charles Scribner's Sons.) The author of "The Sun Also Rises" has chosen as the background of his story Italy during the war.

COURTS OF THE MORNING. By John Buchan. (Houghton Mifflin Co.) Adventure and romance in modern South America.

TOMAHAWK RIGHTS. By Hal G. Everts. (Little, Brown & Co.) Stirring adventure in "The Dark and Bloody Ground."

THE MERIVALES. By George Barr McCutcheon. (Dodd, Mead & Co.) A study of life in an old homestead of the Blue Ridge.

LATE PUBLICATIONS.

DARK DUEL. By Marguerite Steen. (Frederick A. Stokes Co.) Life behind the scenes and before the footlights of London theatres.

COME ALONE. By Mrs. Wilson Woodrow. (The Macaulay Co.) A mystery story with plenty of thrills.

A KING OF SHADOWS. By Margaret Yeo. (The Macmillan Co.) A historical romance of the time of the Stuarts.

LIPSTICK. By H. L. Gates. (Barnes & Co.) Another study of the bewildering problem of the "younger generation."

THE STORY OF HASSAN. By John Anthony. (E. P. Dutton & Co.) A story of faraway India, land of glamour and mystery.

THE TRAIL EATER. By Barrett Wiloughby. (G. P. Putnam's Sons.) Love, romance and adventure in Alaska.

SILVER RIBBONS. By Christine Whitling Farmer. (Rae D. Henkle Co.) A story of New England.

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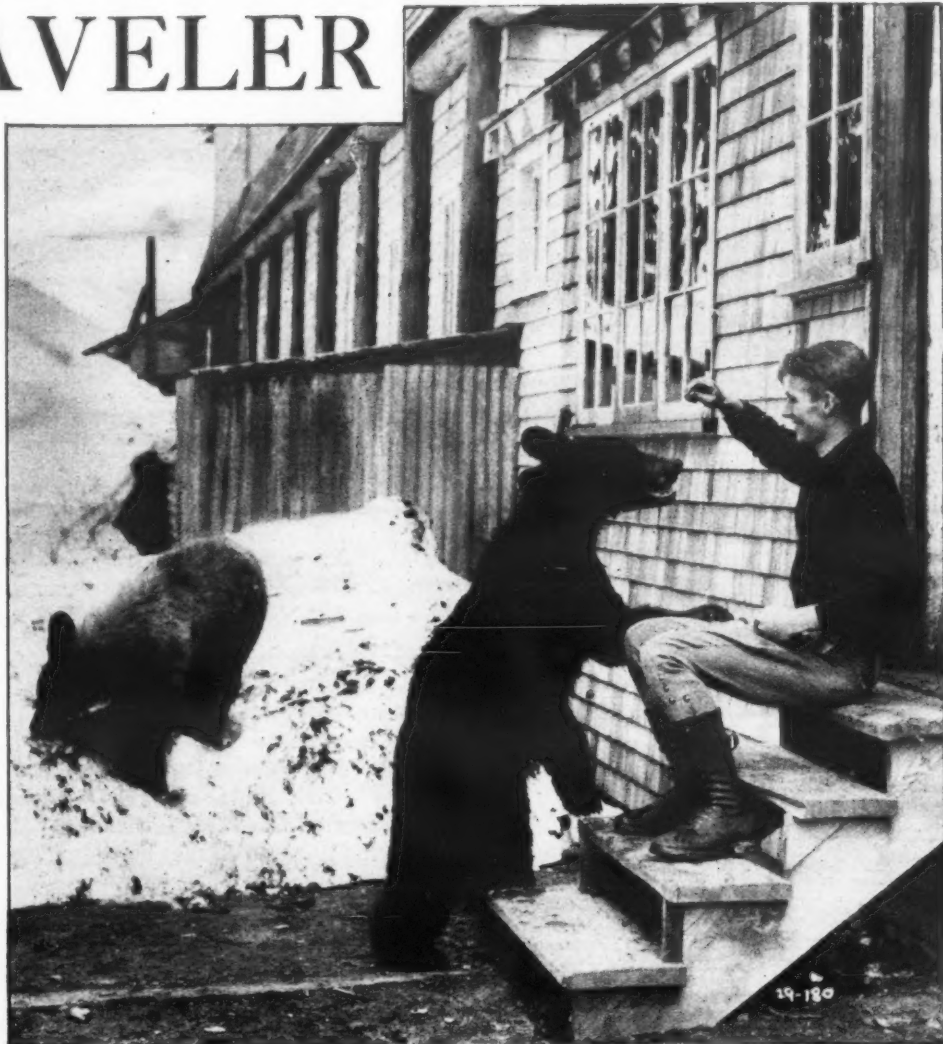
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(Courtesy Swiss Information Bureau.)



"BEG FOR IT, BIG BOY"
Bruin Responding to the Mess Call at
the Kitchen Door of Paradise Inn,
Rainier National Park, Wash.

ONE OF THE CENTRES of interest in the tercentenary celebration of Lynn, Mass., was High Rock Tower. Visible from craft miles out on Massachusetts Bay, to landsmen in the dense stream of motor traffic for miles up and down the north shore of Massachusetts, from the higher buildings in Boston and from the Blue Hills and beyond, the tower is one of the unique memorial landmarks of New England. And that is saying much, for the "rock-bound coast" is rich in landmarks.

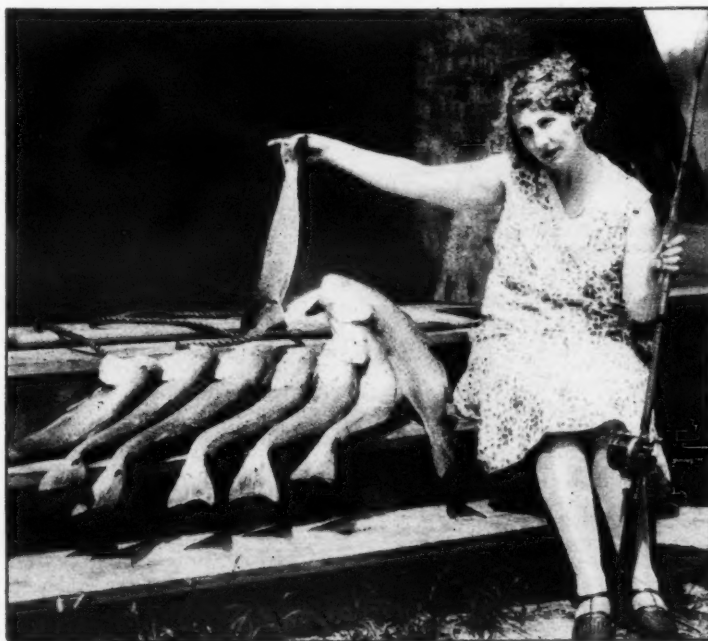
It was given to Lynn in memory of the Hutchinson family, which was conspicuous in the growth of Lynn in the early days. Members of this family trekked westward years ago, founded Hutchinson, Kan., and were important factors in the building up of Topeka. The Hutchinsons were famous in music as well as civic affairs, and sang for President Lincoln and for royalty beyond the ocean.

The tower is 212 feet above sea level, about half a mile from the Atlantic Ocean and caps a huge ledge that rises abruptly out of the heart of the famous shoe city of the Bay State's north shore. It is surrounded by a public park and as a landmark is the most widely known structure north of Boston to the New Hampshire line.

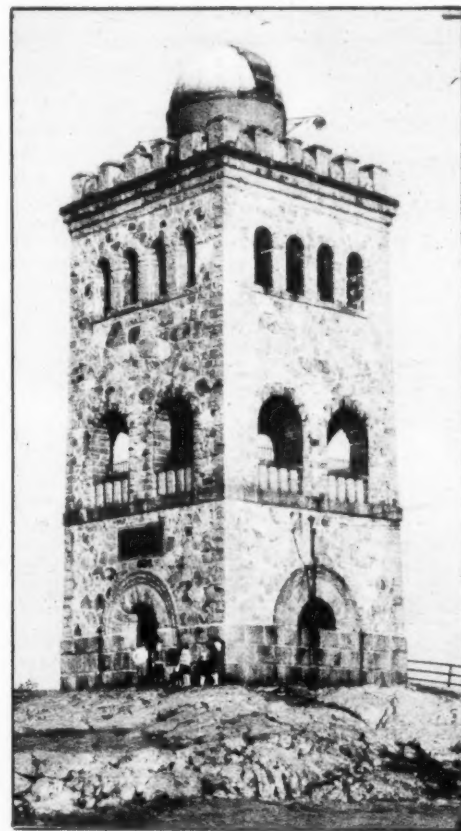
Peeps at the world through various windows are afforded by the other pictures on this page. Two hemispheres and three continents are represented. The snow in Rainier Park and the fishing off Sea Island Beach have their own appeal in this sweltering weather. To lovers of Egypt and Old Nile the statues of Rameses the Great at Luxor will bring to mind the departed glories of that faraway land of mystery and romance at the time when the mighty hands of the Pharaohs reached as far as the Euphrates. And the old town of Altdorf is rich in memories of that dauntless marksman who, when asked by Gessler, why he had retained one arrow, replied: "To slay thee, tyrant, had I killed my son."



STATUES OF
RAMESSES THE
GREAT, IN
TEMPLE OF
LUXOR, EGYPT



A MORNING'S CATCH
String of Sea Bass Landed at Sea Island Beach, St. Simon's
Island, Ga., by Mrs. A. C. Bosarge, An Island Resident.
(N. F. Schuh.)



HIGH ROCK TOWER,
LYNN, MASS.

TO PROSPECTIVE TRAVELERS:

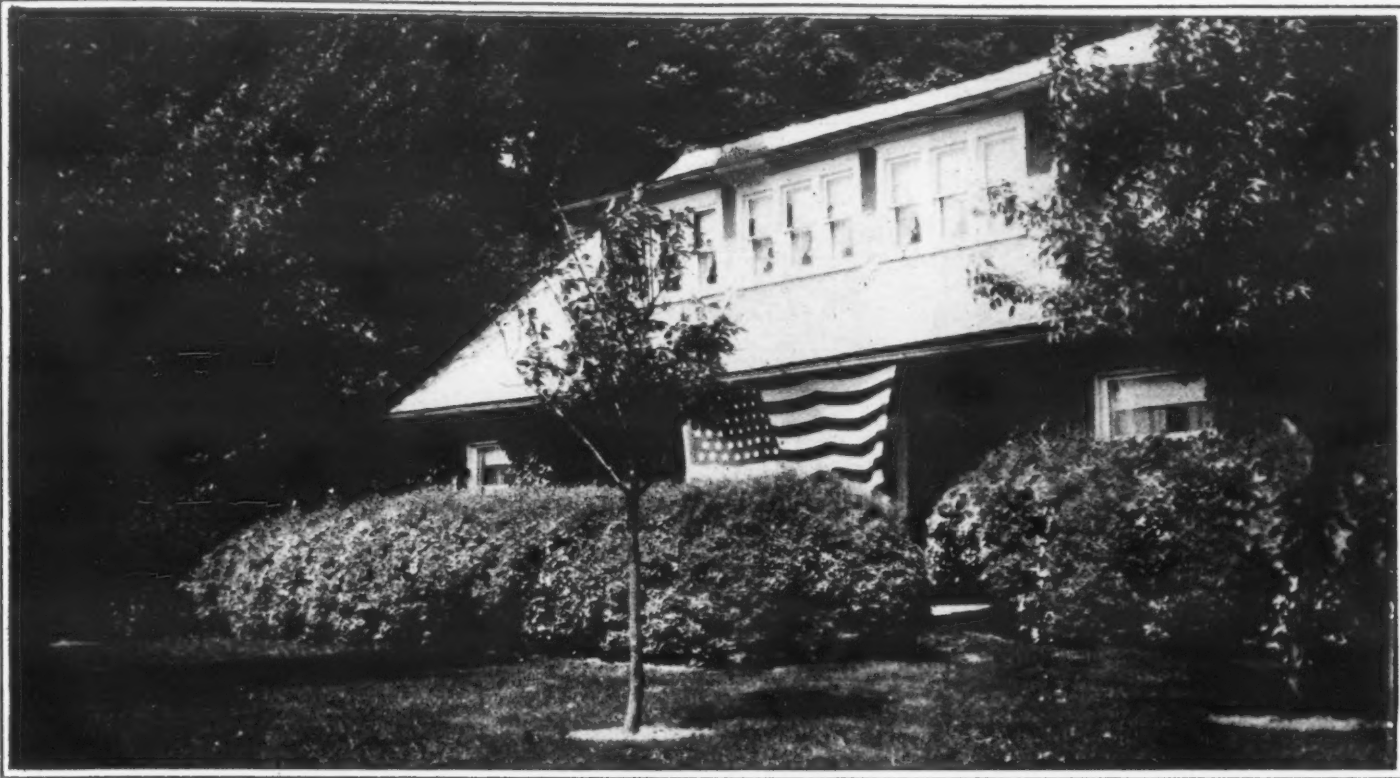
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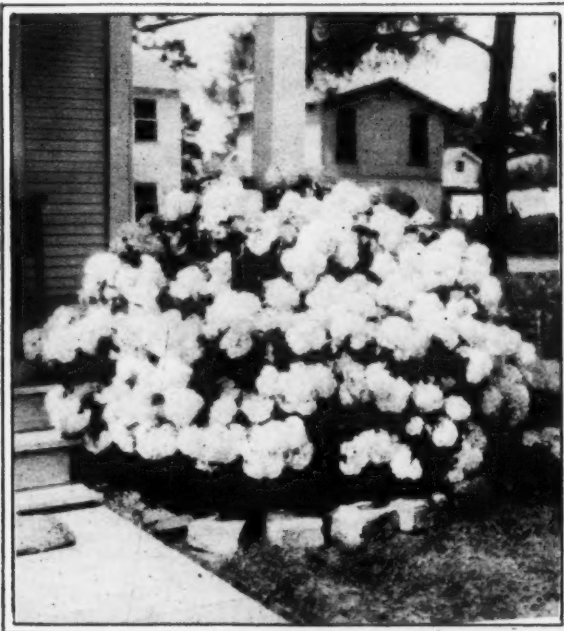
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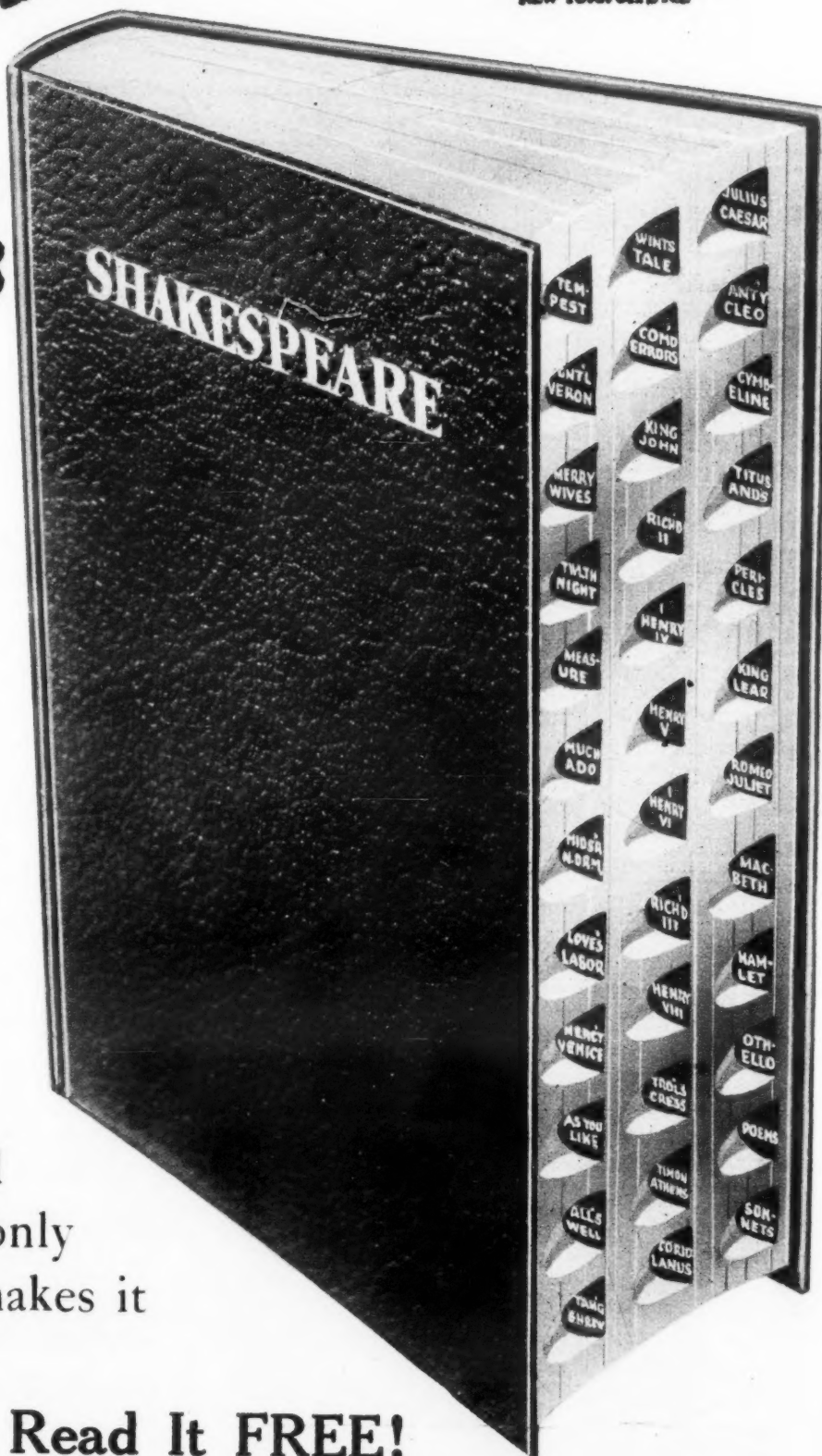
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